

iQ Student Accommodation
Echo Street, Manchester

Planning and Tall Building Statement

April 2023

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Client

iQ Student Accommodation

Our reference

IQSM3015

April 2023

1. Introduction

1.1 This Planning Statement has been prepared by Turley on behalf of iQ Student Accommodation ('iQ') in support of an application for full planning permission for the construction of purpose-built student accommodation ('PBSA') development at Echo Street, Manchester.

1.2 The description of development is as follows:

"Development of purpose-built student accommodation (sui generis) comprising 3 interlinked towers with intermediary link buildings, associated amenity space and external landscaping."

1.3 This Statement is intended to assist Manchester City Council ('MCC') (as the Local Planning Authority ('LPA')) and other stakeholders in understanding the Proposed Development Site ('PDS') and the proposed development, the prevailing planning policy framework and compliance of the proposal with it, and the weight to be applied to other material considerations.

Context

1.4 These proposals represent an alternative to the development previously authorised on the PDS, which has the benefit of extant planning permission and which has been partially implemented – a combined co-living and PBSA development (LPA ref. 18267/FO/2017).

1.5 The scale and form of development is comparable to the approved scheme, as is the architectural approach. Whilst the proposals have been subject to detailed assessment, and this Statement considers all relevant matters, the extant permission is highly material to the determination, and it is appropriate to draw comparison in evaluating the acceptability of the proposals. In making such comparison, the differences are negligible, aside from the proposed use and, associated with that amended use, the numbers of occupiers the proposals will accommodate.

1.6 The change to a wholly PBSA development is a commercial decision, informed by prevailing market conditions, and in response to the significant need and demand for high quality PBSA within Manchester. The proposals will make a significant contribution to meeting that need, and will convey extensive benefits as a consequence, including a commitment to a substantial proportion of affordable student bedrooms. The proposed development will support the city's higher education offer by providing the residential accommodation infrastructure needed to attract students to the city and further its success as a location of choice for undergraduate and post-graduate study. It is widely recognised that Manchester's Higher Education Institutions are a vital component to the successful economic growth of the city and placing Manchester firmly on the map as a globally important city.

- 1.7 In turn, it will also support the wider housing market in the city by reducing reliance upon the general private rented sector to meet the accommodation needs of students. This helps create opportunities to free up such stock for households that rely on this sector.
- 1.8 The redevelopment of Echo Street will provide a high-quality designed PBSA development, owned and managed by one of the leading PBSA providers in the UK, in a prominent gateway location in the city centre, in close proximity to both the University of Manchester and Manchester Metropolitan University. It is an undoubtedly exciting opportunity which will facilitate the 'unlocking' of the potential in this important area of the city, complementing other transformational developments, such as ID Manchester.
- 1.9 This Statement demonstrates that the proposals accord with all policies of the Development Plan and other material considerations lend further support. The presumption in favour of sustainable development applies.
- 1.10 iQ therefore invites MCC to approve the application and facilitate delivery of this high quality, beneficial development.

Accompanying Documents

- 1.11 This application comprises and is accompanied by the following documents:
- Application Forms (Turley)
 - Planning and Tall Building Statement (Turley)
 - Design and Access Statement (Sheppard Robson)
 - Existing and Proposed Plans (Sheppard Robson)
 - Landscaping Plans / Public Realm Improvements (Planit-IE)
 - Student Need Assessment (Cushman and Wakefield)
 - Archaeological Desk-Based Assessment and Written Scheme of Investigation Technical Note (TEP)
 - Air Quality Impact Assessment (Miller Goodall)
 - Noise and Vibration Impact Assessment (Miller Goodall)
 - Transport Assessment (Vectos)
 - Framework Travel Plan (Vectos)
 - Economic Benefit Statement (Turley)
 - Ground Investigation / Contaminated Land Reports (Curtins)
 - Detailed UXO Risk Assessment (1ST Line Defence)
 - Flood Risk Assessment and Drainage Strategy (Curtins)
 - Ecological Assessment (Penny Anderson Associates)
 - Rights of Light Assessment (GIA)
 - Blue Green Infrastructure Strategy (Plan-it IE)
 - Waste Management Strategy (Vectos)
 - Broadband Connectivity Assessment (Pager Power)
 - TV Reception Survey (Pager Power)
 - Crime Impact Statement (Greater Manchester Police)
 - Environmental Standards Statement (Turley)
 - BREEAM Pre-Assessment Report (Turley)

- Circular Economy Statement (Turley)
- Facility Management Strategy (iQ)
- Building Services Strategy (Waterman)
- Statement of Community Engagement (Turley)
- Fire Strategy Statement (OFR)
- Arboricultural Note (Plan-it IE)
- Overheating Study / Ventilation Strategy (Waterman)
- Interim / Outline Construction Management Plan (iQ / Cumming)
- Environmental Statement comprising the following topics:
 - Socio-economics and Human Health (Turley) (Chapter 6)
 - Climate Change (Turley) (Chapter 7)
 - Built Heritage (Turley) (Chapter 8)
 - Townscape and Visual (Plan-it IE) (Chapter 9)
 - Daylight, sunlight and overshadowing (GIA) (Chapter 10)
 - Wind micro-climate (WSP) (Chapter 11)
 - Noise and Vibration (Miller Goodall) (Chapter 12)

1.12 The remainder of the Statement is structured as follows:

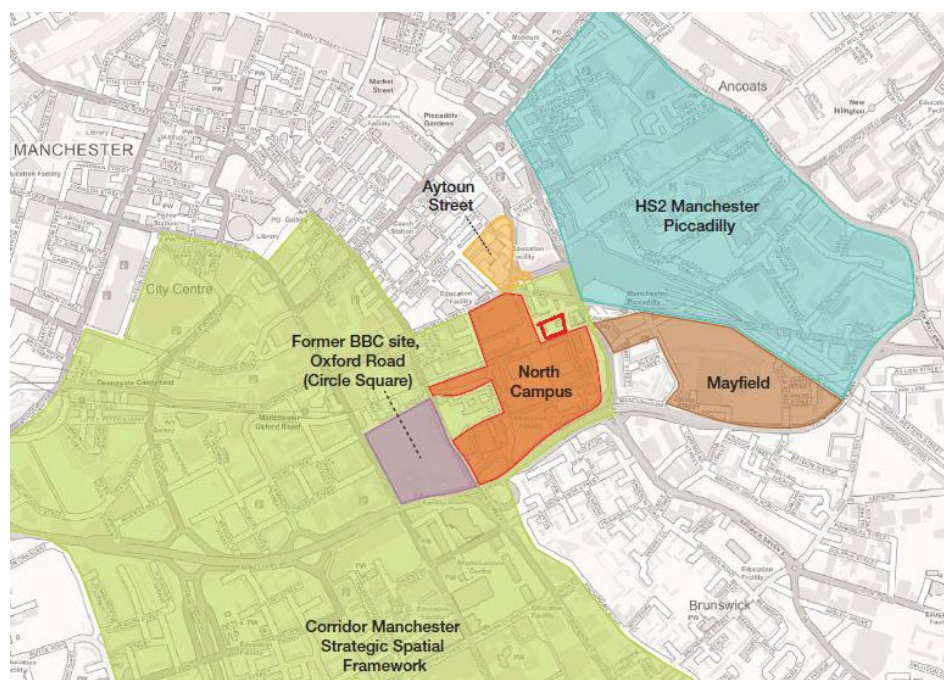
- Section 2: describes the application site and its surroundings
- Section 3: describes the relevant background to the proposal, including an overview of the previous planning permissions on the site and a brief summary of the consultation undertaken with key stakeholders, local residents and interested parties
- Section 4: provides a detailed description of the proposals
- Section 5: describes the regeneration and planning policy context of the development
- Section 6: provides an assessment of the proposals against the policy context outlined in Section 5
- Section 7: presents overall conclusions and identifies why planning permission should be granted.

2. Site and Surroundings

Strategic Context

- 2.1 The PDS comprises previously developed land located within Manchester city centre at the heart of an area which is undergoing, and will continue to undergo, transformational change. It is also located within the Whitworth Street Conservation Area.
- 2.2 The PDS is situated within the north eastern corner of the Corridor Manchester Strategic Spatial Framework¹ ('CMSSF') area. Immediately to the south of the PDS is the University of Manchester (UoM) North Campus Strategic Regeneration Framework² ('SRF') area, within which UoM are bringing forward 'ID Manchester' a new 'innovation district' in the heart of the City. To the north-east (c.100 metres) is Manchester Piccadilly Railway Station and the area covered by the HS2 SRF³ area. To the east (c.80 metres) is the Mayfield SRF⁴ area. Further relevant details of these SRFs are presented in **Section 5** of this Statement.
- 2.3 To the south west (c. 350m), the former BBC site at Oxford Road is currently being redeveloped as the Circle Square Development to provide a mixture of residential, commercial and hotel uses. Enhanced areas of public realm will provide further permeability and connectivity between this area of Manchester and the three SRF areas mentioned above. The strategic context of the site is shown in **Figure 2.1** below.

Figure 2.1: Strategic Site Context (Plan showing relevant Development Frameworks. Site identified in red line boundary)



- 1 Oxford Road Corridor Strategic Spatial Framework- March 2018.
- 2 Corridor Manchester: North Campus Strategic Regeneration Framework- May 2017.
- 3 Manchester Piccadilly Strategic Regeneration Framework- March 2018.
- 4 Mayfield Strategic Regeneration Framework- May 2018.

Site Description

- 2.4 The PDS is owned by iQ and is comprised of 0.49 ha of previously developed land. The site is roughly rectangular in shape and is bounded by Granby Row, Echo Street, the Manchester South Junction and Altrincham railway viaduct ('the viaduct'), and an area of landscaped open space known as Vimto Gardens.
- 2.5 The PDS currently lies vacant and the former buildings associated with the site have been demolished under planning permission LPA ref. 18267/FO/2017. The piled foundations for the approved scheme were also implemented and are proposed to be used in the construction of this alternative, proposed development.
- 2.6 **Figure 2.2** shows an aerial view of the site.

Figure 2.2: Site Location (*Source: Google Earth*)



Site Surroundings

- 2.7 The PDS is immediately adjacent to the UoM North Campus. Within the immediate surroundings of the site, there are other blocks of student accommodation (to the north) including Lambert and Fairfield Halls of residence (which are owned and operated by iQ), buildings associated with the UoM including the Sackville Street Building, Barnes Wallis Building and Renold Building (to the south and west) and commercial buildings to the east. The A6 and Piccadilly Railway (and Metrolink) Station lies further to the east.

Accessibility

- 2.8 The PDS is well positioned in relation to public transport. In particular, the site's close proximity to Manchester Piccadilly Railway Station facilitates access to local and

regional destinations including Liverpool, Leeds, Sheffield, Newcastle and York; and national destinations including London Euston, Birmingham, Bristol and Scotland.

- 2.9 Piccadilly Metrolink stop is also located within Manchester Piccadilly Railway Station, providing regular services into the city and surrounding areas.
- 2.10 The free city centre bus service runs to and from Manchester Piccadilly Train Station and provides access to the wider city centre. The site is also in close proximity to London Road (c. 80m to the east) which is a main bus route into and out of the city centre. Bus services 192 and 201 provide frequent services into the city centre (approximately every 5 minutes) and the 147 service runs between Manchester Piccadilly Railway Station and the Oxford Road Corridor. The 192 bus service also operates frequently (approximately every 5 minutes at peak times) to destinations including Stockport, Stepping Hill and Hazel Grove.
- 2.11 The aforementioned train and bus routes are within 5 minutes walking distance of the site. Manchester Piccadilly Bus Station is also within a 10-minute walk from the site, providing services around Greater Manchester and Glossop, Huddersfield, Macclesfield, Stalybridge and Wilmslow.
- 2.12 There are a range of services and facilities located nearby and within walking distance along the A6 (London Road), including M&S Food (c. 0.3 km), 'little' Waitrose (c. 0.3km) and Tesco Express (c. 0.5km).
- 2.13 The surrounding highway network offers opportunities for cycling to facilitate access into the city centre and also outside of the centre including to Chorlton, Hulme, Rusholme and Levenshulme. The PDS is within easy walking distance to both UoM and Manchester Metropolitan University (MMU) campuses to the south of Mancunian Way, with dedicated pedestrian and cycle routes. UoM's Oxford Road campus and MMU's Oxford Road and Birley Fields campuses are all located within 1km of the site providing future occupiers of the PBSA with a very good level of accessibility to their places of study.
- 2.14 Additionally, enhanced pedestrian and cycling infrastructure has recently been delivered through improvements to the Mancunian Way/Princess Parkway junction. These improvements provide safe and segregated cycle lanes and pedestrian footways that connect the city centre with the areas to the south of the Mancunian Way and beyond.

Environmental Designations

- 2.15 Based on the Environment Agency Flood Risk Map for Planning⁵, the site is within Flood Zone 1 meaning that the site has the lowest probability of flooding from rivers or sea.
- 2.16 The site is not covered by any Environmental Designations including SSSI's, Ramsar Sites or Local Wildlife Sites⁶.

⁵ Flood Map for Planning Service- <https://flood-map-for-planning.service.gov.uk/location>

⁶ DEFRA Magic Maps- <https://magic.defra.gov.uk/magicmap.aspx>

- 2.17 As noted above the site is located within the Whitworth Street Conservation Area and is situated in close proximity to a number of listed buildings, the closest being the Sackville Street Building (Grade II) approximately 60m to the north west of the site. The Grade II*listed London Road Police and Fire Station is also located c.70m to the north of the site. In addition, the aforementioned viaduct is adjacent to the site's southern boundary.

Summary

- 2.18 The PDS is located in Manchester city centre in an area which is undergoing, and will continue to undergo, transformational change as development is delivered across a number of strategic regeneration areas. Presently, it is surrounded by a range of uses including education, PBSA, retail and leisure uses.
- 2.19 The site comprises previously developed land and is currently vacant following demolition of the pre-existing buildings as part of the approved development.
- 2.20 The site is located in a highly sustainable location served by a variety of public transport including, rail, bus and the Metrolink; and is also within walking and cycling distance to local services and facilities, including the campuses of MMU and UoM.

3. Relevant Background

The Applicant - iQ Student Accommodation

- 3.1 iQ is owned by Blackstone who is the world's largest alternative asset manager, with \$975B in Assets Under Management (AUM), which include more than 12,000 real estate assets and 250 portfolio companies.
- 3.2 iQ is one of the leading providers of private PBSA in the UK, currently owning and operating over 3,600 student beds across 10 sites in Manchester and over 32,000 beds in the UK.
- 3.3 iQ offers a range of high-quality and well-located homes for students and puts the student experience at the heart of its business - through a focus on student wellbeing and creating a sense of community in its sites through shared social and study spaces, free leisure facilities, gyms and a full programme of events. iQ owns and manages all of its properties and iQ is accredited by ANUK (Accreditation Network UK).

Relevant Planning History

Chandos Hall

- 3.4 Until late 2019, the Site was occupied by Chandos Hall and the Echoes Day Nursery. Chandos Hall was constructed in 1962 as a purpose-built student hall of residence comprising of a 16-storey concrete tower set within a "moat" (**Figure 3.1**). The building was acquired by iQ in 2015 and was in a very poor and deteriorating condition, such that the decision was made to bring its occupation to an end after the 2016/17 academic year.

Figure 3.1: The Former Chandos Hall (Google Maps, 2016)



Original Planning Permission for Co-living / PBSA

3.5 Full planning permission for the demolition of Chandos Hall, Echoes Day Nursery and a number of single storey concrete garages on-site and their replacement with a mixed-use co-living and PBSA development, was granted by MCC on 1 June 2018, LPA ref. 18267/FO/2017 (“the original planning permission”).

3.6 The approved description of development was as follows:

Full planning permission for the demolition of existing buildings on site and their replacement with a mixed use (sui generis) development comprising 3 towers ranging in height (from 14, 20 and to 25 storeys (including lower ground floor level) and intermediary link buildings and providing: 403 units of Co-Living residential accommodation with associated shared amenity spaces; 94 units of purpose built student accommodation with associated shared amenity spaces; ground floor commercial floor space and children's day nursery together with cycle parking, recycling and refuse bin storage, associated plant and public realm enhancements to Granby Row, Echo Street, Cobourg Street and Back Acton Street

3.7 The original planning permission proposed three principal uses in a single building, comprising of three towers which ranged in height (14, 20 and 25 storeys), providing, 403 units of co-living accommodation; 94 units of purpose-built student accommodation; and a children’s nursery.

3.8 The three towers were designed to step up in height towards Piccadilly Station, joined together by two intermediate blocks. The main towers were designed using red/ purple brick cladding to respond to the scheme’s surrounding context within the Whitworth Street Conservation Area, with the intermediate blocks clad in glass reinforced concrete (GRC) panels to provide contrast and visually break up the mass.

3.9 The submission of the original application followed an extensive public consultation exercise and was informed by engagement with a variety of key consultees, including Historic England and the Places Matter design review panel.

3.10 The proposed development was received positively by MCC, with the report to the Planning and Highways Committee noting, amongst other things, the following:

- *“The reinstatement of the historic building line to Granby Row, the positive relationship of the new building with the Granby Row street frontage and with Vimto Gardens, and the high quality of the proposal which responds to the detailing and materials of buildings in the conservation area would result in a benefit to the character and appearance of the Whitworth Street conservation area... the proposal would preserve the character and appearance of the conservation area and the setting of the nearby listed buildings, and thus complies with Section 66 and Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990.” (page 21)*
- *“The proposals form part of the high-quality regeneration of the city centre and meet the requirements set out in paragraphs 132 and 134 of the NPPF.” (page 21)*

- *“The proposal would sustain and enhance the significance of adjacent heritage assets and would make a positive contribution to local character and distinctiveness and therefore meets with the requirements of paragraph 131 of the NPPF.” (page 21)*
- *“The proposed development would deliver a high-quality addition to the City and achieves full compliance with respect to the Council’s policies for the development of tall buildings (Policy EN 2).” (page 22)*
- *“The proposal would provide accommodation for students that could help to free up housing for the rest of the population. It would therefore assist in meeting housing need and in the promotion of sustained economic growth within the City.” (page 31)*

3.11 Planning permission was granted on 1 June 2018, subject to conditions.

Amendments to the original planning permission

3.12 As part of design refinement, two Section 73 applications were made to amend the original planning permission, as follows:

- **LPA Ref. 122732/JO/2019** – the following minor amendments were approved by MCC in May 2019 (“the May 2019 permission”):
 - Omission of the basement under Tower C
 - Nursery replaced with co-living gym
 - Reconfiguration of the Eastern Courtyard
 - Co-living gym at Level 13 replaced with accommodation / amenity space
 - Student accommodation layout amended from level 9 to level 12
 - Changes to accommodation mix
 - Reduction of building height
 - Inclusion of lift overruns
 - Addition of flues and façade maintenance equipment
 - Removal of transom to windows
 - Inclusion of canopy above entrance to the student accommodation
 - Changes to the landscaping strategy
 - Subsequent amends to description of development for 406 units of co-living and 86 units of purpose-built student accommodation (instead of 403 and 94 respectively, as originally approved).
- **LPA Ref. 125537/JO/2019** – the following minor amendments were approved by MCC in March 2020 (“the March 2020 permission”):
 - Reduction of building height – Block A by 1275 mm; Block A-B by 100mm; Block B by 1725mm; Block B-C by 1200mm; Block C by 2175mm.
 - Amendments to the purge window
 - Replacement of north and south elevations windows reveals with chamfered brick window reveal with a ninety-degree aluminium reveal
 - Adjustment of gradient to service ramp alongside the viaduct.

- 3.13 The discharge of pre-commencement conditions and commencement of work comprising the demolition of the existing buildings on-site and the laying of the piled foundations, in accordance with the March 2020 permission, has assured the lawful commencement of the scheme and, therefore, the March 2020 permission remains extant and capable of lawful continued implementation.

Pre-application Consultation

Local Planning Authority

- 3.14 Pre-application meetings have been held with Senior Planning Officers of MCC on the following dates:

- 14 November 2022
- 1 February 2023
- 13 March 2023

- 3.15 The initial meeting with Officers focussed on an introduction to the revised scheme and the proposed single use for PBSA. The following two meetings sought to provide an overview of the design evolution and update Officers on progress on detailed design matters, including window detailing and ground floor elevations.

- 3.16 Further detail on design evolution can be found within the submitted Design and Access Statement.

Other Stakeholders

- 3.17 During the consultation period, a number of stakeholder briefings were held with MCC Highways, Network Rail, UoM, MMU, the Mayfield Partnership and Bruntwood (given their stake as development partner in ID Manchester).

- 3.18 Due to the PDS being part of the Whitworth Street Conservation Area, iQ engaged with Historic England. A meeting was held on 9 February 2023 with written feedback provided on 22 February.

- 3.19 The positive feedback concluded the following:

"Historic England worked with the applicant in the initial development of the proposals, and we concluded that we were not only comfortable with its impact on the significance of the heritage assets within the wider context of the site, but that we welcomed the innovation in terms of the architectural design and details, combined with the judicious use of sympathetic materials to help anchor the scheme within its wider historic context.

The revised scheme does not radically alter the design of the proposals, or its impact on the surrounding heritage assets. We therefore continue to have no objection to the proposals."

Community

3.20 Consultation with the local community has been undertaken prior to the submission of the application. A full review of the community engagement is provided in the submitted Statement of Community Engagement (SCE).

3.21 The consultation methods comprised:

- **Elected member requests for briefings** – emails to Piccadilly ward councillors with the offer to introduce the revised proposals and communicate the timeline for consultation activity with the local community. To date, the Applicant has not received any response from those members; however, the Applicant remains willing and open to a meeting at a convenient time. The Applicant has however, provided a full briefing to Cllr Gavin White, Executive Member of MCC.
- **Local community consultation** – ran over a two-week period from 1 March 2023 to 17 March 2023. Correspondence with the surrounding residential, business and student community was undertaken through the distribution of a leaflet, social media advertising, hosting a project website, a live public webinar with a Q&A session.
- **Consultation leaflet** – an information leaflet was distributed to the local community providing a summary of the proposals and directing residents to the project website. Leaflets were sent to 2040 neighbouring addresses.
- **Social media advertising** – two social media campaigns launched on Facebook, the first on 1 March 2023 advertising the live public webinar and directing to the consultation website and the second on 8 March 2023 to raise further awareness and seek feedback. The total number of people reached was 57,860 and generated 496 ‘clicks’ to the consultation website.
- **Live public webinar** – this was held on 7 March 2023 between 6pm and 7pm on Zoom. The webinar included a presentation to take attendees through the details of the proposals, along with a live Q&A session where members of the technical team responded to questions. Of the 17 Zoom accounts who registered in advance to attend, 13 joined the event on the day.
- **Consultation Website** - A project website was live at www.echostreetmanchester.co.uk and included details of the wider site context, the demand and need for the development, the proposals, illustrative plans and the live public webinar – along with contact methods for the consultation project team, which included an online feedback form, dedicated email address, and Freepost address and Freephone consultation number. At the close of the consultation on Friday 17 March 2023 the website received a total of 1,000 unique users, generating a total of 2,031 page views since the project page was launched on Wednesday 1 March 2023.
- **Online survey form** - An online survey form was included on the consultation website for people to submit their feedback. Four people completed the online form and detailed responses to these can be found in Section 5 of the SCE.

- **Media articles** – a press release was issued on 17 February 2023 to Place North West. This was also picked up by React News.
- 3.22 All of the feedback received during the consultation has been fully analysed and is included in Section 4 of the SCE, with the Applicant's response to the feedback received in Section 5 of the SCE.
- 3.23 Overall, the Applicant has been open and transparent throughout the pre-consultation engagement and consultation process, demonstrating a commitment to ongoing engagement with local stakeholders throughout the planning process.
- 3.24 The Applicant considers that the pre-application engagement undertaken with the local community and stakeholders has been timely, meaningful, and effective.

4. Proposed Development

4.1 This section provides a summary of the proposed development and should be read alongside the submitted plans and Design and Access Statement ('DAS') prepared by Sheppard Robson architects.

4.2 The description of development is as follows:

“Development of purpose-built student accommodation (sui generis) comprising 3 interlinked towers with intermediary link buildings, associated amenity space and external landscaping.”

4.3 Whilst the revised scheme now provides for a single use (PBSA), the design intent for the proposed development has been to follow the key principles of the approved scheme in terms of height, massing, and external appearance.

Purpose Built Student Accommodation

Amount

4.4 The proposed development comprises a single building of three blocks of accommodation stepping up in height towards Piccadilly Station, joined together by two intermediate linking blocks.

4.5 A total of 1,224 student bedrooms are provided throughout the development and are equally split between 'studios' and 'en-suite clusters'.

4.6 Studios are one-bed units and range in size from more compact to larger arrangements to meet a range of different needs and budgets of future occupiers. The largest studio is also capable of being fitted out as an accessible version.

4.7 Clusters are arranged to comprise either 5 or 6 bedrooms, all of which share a communal kitchen. All cluster bedrooms are provided with en-suite bathroom pods.

4.8 **Table 4.1** provides a more detailed breakdown of the accommodation mix.

Table 4.1: Accommodation Mix – Bedroom Count Summary

Bedroom Count – Summary				
Unit Type	Unit Count	Bed Count	Total Bedrooms	Percentage of Total Bedrooms
Standard 5-bedroom cluster	73	365	605	29.8%
Standard 6-bedroom cluster	40	240		19.6%
Studio	619	619	619	50.6%

- 4.9 The overall Gross Internal Floor Area of the proposed development is 38,359m². Of this, 1,109m² is provided as amenity space, equating to 0.9m² per student room.
- 4.10 Amenity space is located throughout the development with the majority of this concentrated on the ground floor of the building which will include a reception and welcome area, social and games area, wellness area, group and individual focus areas, as well as supporting staff and management areas. This space will be configured to have a large open plan space as well as separate 'breakout' spaces for students to study.
- 4.11 Smaller amenity spaces are also located on floors 4, 6, 8 and 10 of each block which support smaller group or individual activities, including tabletop games and creative studios. These spaces will be located centrally within the floorplan to provide easy access.
- 4.12 In addition, laundry facilities will be distributed vertically throughout the building on floors 5, 7 and 9, in a central location for ease of access. The proposed development also includes a basement / lower ground floor level which sits under Blocks A and B and is accessed off the ramp adjacent to the railway viaduct. This will be used for plantrooms and storage.
- 4.13 **Table 4.2** below confirms the schedule of accommodation within each block.

Table 4.2: Schedule of accommodation per block.

Use	Amount
Block A	Height: 16 storeys Amount: 225 bed spaces/ 371 sqm amenity space Accommodation Mix: 150 studios, 75 cluster bedrooms (15 cluster flats)
Link block AB (connecting blocks A and B)	Height: 12 storeys Amount: 80 bed spaces/ 284 sqm amenity space Accommodation Mix: 80 studios
Block B	Height: 22 storeys Amount: 370 bed spaces / 189 sqm amenity space Accommodation Mix: 115 studios, 255 cluster bedrooms (43 cluster flats)
Link block BC (connecting blocks B and C)	Height: 16 storeys Amount: 112 bed spaces/ 155 sqm amenity space Accommodation Mix: 112 studios
Block C	Height: 28 storeys Amount: 437 bed spaces / 110 sqm amenity space Accommodation Mix: 162 studios, 275 cluster bedrooms (55 cluster flats)

Space Standards

- 4.14 Nationally Described Space Standards (replicated in Appendix A of the Manchester Residential Quality Design Guide) are not applicable to the proposed development given its *sui generis* use and the short-term nature of its occupation by a specific group with unique accommodation needs, compared to those of other households.
- 4.15 This has been acknowledged by MCC in respect of previous PBSA schemes approved in recent years, including Unite's development at New Wakefield Street and Downing's scheme at River Street and indeed accommodation developments proposed by both UoM and MMU.
- 4.16 The DAS provides a detailed breakdown of the space comprised within the proposed development and in doing so confirms that the accommodation proposed far exceeds any minimums prescribed under HMO standards and also exceeds the UK average sized room, currently stated as between 12 – 13.5sqm⁷.
- 4.17 In comparison with the March 2020 permission, the proposed scheme now includes a wider range of room types and sizes to reflect the student demand for a broader choice and a range of price points, but a general shift towards somewhat larger rooms. The March 2020 permission had a range of room sizes for PBSA from 10.7m² to 17.5m², whereas the revised scheme has a range of room sizes from 13m² to 21m².

Affordable Student Rent

- 4.18 The proposed development provides a proportion of rooms at a discounted affordable rent, equating to 20% of the increase in student beds from the previous planning permission.
- 4.19 As the previous scheme provided 242 student beds, the difference between the previous number of beds and the number now proposed (1,224) equates to 982 additional student beds. 20% of this equates to 196 beds being provided at a discounted affordable rent. The affordable rent rooms will be offered to any student in full time education at a Manchester Higher Education Institution on a full maintenance loan.
- 4.20 The rooms offered at affordable rent will be of the same size as all other rooms offered to ensure that all residents are treated equally.
- 4.21 It is proposed that this commitment is secured by condition, or if necessary, via a Section 106 Agreement of which the draft Heads of Term are submitted with this planning application.

Accessibility /Adaptability

- 4.22 In relation to the provision of accessible units, the proposed strategy is as follows:
- Provision of 4 cluster en-suite rooms – these will either be fully accessible from the outset or capable of adaptation.

- 12 premium studios (fitted with wet rooms), capable of being adapted and fitted in accordance with Part M of the Building Regs, should demand require this.

4.23 With regards to adaptability, this will include:

- All wheelchair accessible bedrooms and studios include larger bathrooms, sufficient space for turning circle adjacent to beds and adequate furniture layout, in line with Part M requirements. The overall accessible room size varies - circa 32sqm for the studios and circa 22/26sqm for the en-suite bedrooms within clusters, which will share a communal living/kitchen/dining of circa 34sqm.
- Adaptable bedrooms will be prepared to be easily converted into fully accessible bedrooms without the need to remove walls, screed, or solid flooring.
- Adaptable bathrooms will be provided as wet rooms, with floor gully and step-free access. Walls will be sufficiently robust to support grabrails, seats, and other adaptations, as necessary. Grabrails, shower curtains, toilet seats, and emergency pull cords and alarms will be stored in maintenance room and used if required.
- Communal kitchens shared by adaptable en-suite bedrooms will have sufficient space to include wheelchair accessible units, in addition to standard units. Kitchenettes within adaptable studios will be replaced as necessary to meet the occupier's specific disability demands.

4.24 iQ also adopt an 'Accessibility Management Plan', which seeks information during the booking process as to whether a student will require assistance to undertake independent living. Further detail on the accessibility strategy is provided within the DAS and iQ's Facility Management Strategy, both submitted with the planning application.

Scale, Massing and Form

4.25 As with the previously approved scheme, the proposals have been developed to respond to site constraints and the site's location within the Whitworth Street Conservation Area. The building form remains one of three principal blocks with two subservient link blocks. Consistent with the original design rationale Block A (the most westerly) and the link blocks take reference from the heights of the nearby Sackville Street Building. Block B and C provide a gradual increase in height, to provide a prominent gateway feature from Piccadilly and reflect the scale of development proposed in the North Campus SRF and Mayfield SRF.

4.26 In comparison with the previous permissions, to accord with revised Building Standards in relation to new fire safety requirements (requiring internal changes), and to optimise the contribution the proposals can make to meeting pressing need for PBSA, a modest increase in the height of each block is proposed.

4.27 The proposed increase in height for each block, in comparison with the original planning permission, is as set out below⁸.

- Block A: +5.4 m
- Intermediate Block A-B: +5.7m
- Block B: +4.1m
- Intermediate Block B-C: +4.9m
- Block C: +2.9m

4.28 The overall increase in height is minimised and mitigated by several measures:

- Reduction in height of Ground Floor (from 4500mm to 3900mm).
- Reduction of typical floor-to-floor heights (from 3015mm to 2940mm) without sacrificing internal floor-to-ceiling height.
- Setting-back of the top floors in the link blocks which will be visible from Granby Row.

4.29 As shown on **Figure 4.1** below, the increase in height is minimal in comparison to the original consented scheme (the original planning permission).

⁸ The proposed development is compared to the original planning permission as opposed to subsequent permissions. The most recent permission, the March 2020 permission, served to reduce the height of the building somewhat compared to that originally approved. Therefore, the original planning permission represents the greatest height for which planning permission was granted (and therefore found to be acceptable).

Figure 4.1: Height difference between the proposed development and the original planning permission.



- 4.30 The proposed development is therefore comparable in relation to scale, massing and form to the previous planning permissions granted for the site, including the extant planning permission that has been implemented.

Architecture and Materiality

- 4.31 The proposed development retains the high-quality modern design approach previously granted planning permission by MCC. The DAS provides further detail on how the design has been refined through pre-application discussions with MCC; these include refinements to the street frontage, window reveals and to metalwork, as summarised below:

- **Refinements to street frontage** – due to the single use of the building, only one entrance is required, as opposed to two as previously approved. This has allowed for a more unified ground floor frontage along all four sides of the building. In particular, the link blocks have been redesigned at ground floor to provide increased transparency between the street, interior space and external courtyards to facilitate active frontages and natural surveillance.
- **Refinements to window reveals** – metal window reveals were approved on the previous scheme; however, following review, it is considered that brick reveals would be more appropriate in the context of the Conservation Area. The proposed development proposes brick reveals to jambs and heads in the main

blocks, and GRC reveals to jambs and heads in the link blocks. The windowsills will still be formed in metal to match the window frames.

- **Refinement to metalwork** – as the metal linings to the window reveals have been omitted which provided a colour accent, a subtler colour palette for the aluminium finishes is now proposed – comprising of two shades of bronze to replace the previously approved dark grey. A medium bronze will be used for all perforated decorative screens and a darker bronze will be used for the window frames and solid panels behind the decorative screens.

4.32 With the exception of the above refinements, the architecture and materiality of the proposed development remains as previously approved, whereby:

- The three main blocks will be clad in a contemporary red / purple brickwork to complement the materiality found in the Conservation Area.
- The façade maintains the vertical grouping of windows to emphasise the heights in a distinctly contemporary way.
- The intermediate blocks will be clad in sandstone – white glass reinforced concrete panels to distinguish them from the rest of the building.

Operation and Management

- 4.33 The proposed development will be operated and managed by iQ, who already own a number of student accommodation buildings neighbouring Echo Street, including Fletcher House, Hollingworth House and Lambert and Fairfield House. These sites are managed collectively, helping to facilitate an efficient service using local knowledge and supply chains.
- 4.34 A coordinated Facility Management Strategy in relation to the management of Echo Street has been prepared by iQ and is submitted alongside this planning application.
- 4.35 This confirms that a highly experienced operational team will be in place at Echo Street, including an Operations Manager, Assistant Managers, Customer Service Assistants, Maintenance Technicians, housekeeping staff and a security team. The accommodation will be staffed 24/7, seven days a week.
- 4.36 In terms of check-in and check-out, to ensure a staggered approach to student arrivals / departures, residents will be asked to choose an arrival / departure date and time. Staff will therefore be distributed according to the number of residents arriving / departing on these days. This arrangement ensures minimal check-in / check-out traffic reducing the disturbance to the local road network and surrounding streets.
- 4.37 Other elements of the Facility Management Strategy include liaison between iQ and the community, complaints / anti-social behaviour, maintenance/ cleaning and health and safety.

Public Realm Improvements and Landscape Design

4.38 The landscape strategy comprises the following key elements of which further detail is provided in the DAS:

- **Public-realm improvements to the streetscene** – resurfacing of the existing pavement currently in a poor condition, to new yorkstone flags to enhance the existing material palette and create a more pleasing environment. The street design has also been rationalised to provide street trees along Granby Row.
- **Eastern courtyard (between blocks A and B)** – provision of a ‘communal garden’ that aims to create a flexible and active space that can be adapted for different uses, such as outdoor cinema nights, fitness classes or social gathering events. The landscape design will comprise of generous planting on the east and west side to screen bedrooms, and a louvred roof pergola over the active area to provide privacy and shelter.
- **Western courtyard (between blocks B and C)** – provision of a ‘study garden’ to create a peaceful and inspiring place for studying and relaxation. This includes ‘study corners’ shaped by raised metal planters, and low hedges to divide the garden into different areas depending on the activity sought – i.e., quiet study / leisure area and outdoor group study / leisure area.
- **Biodiverse roofs** – 5 no. biodiverse green roofs located on the link building of block A-B, on levels 01, 11, 12 and on the link building of block B-C, on levels 15 and 16. These roofs will be planted with a selection of wildlife friendly species with logs, rock piles and temporary water bodies to create natural habitats for birds and insects.

Sustainability/ Energy Efficiency

4.39 The proposed development sets high sustainability standards, which are set out in the DAS, Environmental Standards Statement (ESS) and Energy Statement, which accompany the planning application.

4.40 The ESS confirms that the proposed development will incorporate a range of measures to reduce carbon emissions, mitigate the effects of climate change, and to ensure the long-term resilience of the development to the effects of climate change.

4.41 These measures include:

- Targeting a BREEAM ‘Very Good’ rating as a minimum with an ambition for ‘Excellent’.
- Retention of the existing building substructure and minimisation of new build materials where possible to reduce the embodied carbon emissions associated with new development.

- Reduced carbon emissions through the use of energy hierarchy, using a fabric first approach to design to reduce energy demand, helping mitigate the effects of climate change.
- Specification of an all-electric building services strategy with ASHPs and solar PV, which in future, will deliver a zero-carbon building in operation with the decarbonisation of the national grid, contributing to Manchester's net zero carbon ambitions.
- Targeting two credits under BREEAM Wat 01 by reducing flow rates, flush volumes, and specifying water efficient kitchen equipment.
- Implementation of circular economy principles throughout design, construction and operation. Please see the Circular Economy Statement which accompanies the planning application for further detail.

4.42 The Energy Statement confirms that the Proposed Development, with the inclusion of renewable technologies, as well as the other measures proposed, has the potential to better the Approved Document L2 of Building Regulations 2021 maximum requirements for CO2 emissions by approximately 2.4%. The proposed development has on-site renewable energy of 27% provided by air source heat pump and 6% provided by photovoltaics, which is a total of 33% of the scheme's overall energy demand.

4.43 Further detail can be found in the aforementioned documents. It is demonstrated that a range of measures have been embedded which seeks to ensure the delivery of a sustainable development in accordance with local and national objectives.

Parking and Accessibility

4.44 Vehicular access will be as previously approved, taken from Echo Street to the east of the site via a ramp to the rear of the building. This access will be used by maintenance / service vehicles only.

4.45 Vehicular parking is not proposed as part of the development given the site is located in a highly sustainable and accessible location in the city centre. Eight on street pay and display car parking bays along Granby Row will be retained, with two of these to be designated as disabled bays to facilitate convenient car access to the development for the mobility impaired. It should also be noted that blue badge holders can park within the other on-street parking bays along Granby Row, should this be necessary.

4.46 To enhance the convenience of cycle use and help promote this sustainable form of transport, 313 long stay cycle spaces will be provided within the site and 8 short-stay cycle spaces will be provided externally. The long stay cycle parking will be provided within two secure cycle stores within the basement level of Blocks A and B. This will be accessed via secure fob-controlled access gates leading onto Echo Street. In addition, 8 cycle parking spaces will be provided within the improved public realm on Granby Row in the form of four Sheffield stands.

- 4.47 A new loading bay will be provided on Echo Street as a convenient location for servicing and loading activity associated with the proposed development.

Waste Strategy

- 4.48 The Waste Strategy for the site has been developed together by iQ and a waste management specialist, Vectos / SLR, and is submitted with the application.
- 4.49 The student residents would take their waste via lifts to the bin stores in the Basement for Blocks A+B and at ground floor level for Block C and deposit their waste into the bins there.
- 4.50 The waste forecasts for PBSA have been based on a typical waste generation rate of 100 litres per bedspace per week. The proportion of waste in each waste stream is based on a mix of surveys and information from PBSA operators.
- 4.51 Refuse collection would be made on a daily basis. For Blocks A+B there is a need for 10 Eurobins and 3 x 240litre foodbins. In Block C there is a requirement for 8 Eurobins and 2 x 240litre foodbins.
- 4.52 The bin stores would have impervious floors, bump strips to avoid damage to doors and walls, be appropriately ventilated and to assist in cleaning, the bin stores will benefit from a nearby water outlet. It will be the responsibility of the on-site management team to keep the bin stores and transfer routes clean. The bin doors are a minimum of 1.3m wide and the bins stores would be covered by CCTV to monitor activity there.
- 4.53 The Bin Store for Blocks A+B can provide space for 19 x Eurobins and 4 x 240litre foodbins. Block C can provide space for 9 x Eurobins and 3 x 240litre foodbins and therefore the bin storage is in excess of the forecast daily demand.
- 4.54 If there is a need for bulk collection of waste such as furniture, then space is available to store that for collection which would be charged to the student.
- 4.55 At the end of term when rooms are being vacated there could be additional waste generated. In these circumstances there is the option for additional collections to be made.

Phasing and Delivery

- 4.56 Construction of the proposed development would occur over the period 2023 – 2026. The development is proposed to be completed and operational for the academic year commencing September 2026.

5. Planning and Regeneration Policy Context

- 5.1 Section 70(2) of the Town and Country Planning Act 1990 (TCPA) and Section 38(6) of the Planning and Compulsory Purchase Act (PCPA) requires that planning decisions be taken in accordance with the adopted Development Plan unless material considerations indicate otherwise.
- 5.2 The adopted Development Plan comprises:
- The Manchester Core Strategy (CS) (2012)
 - Manchester Proposals Map
 - Saved policies of the Manchester Unitary Development Plan (UDP) (1995)
 - Greater Manchester Waste Development Plan (April 2012)
 - Greater Manchester Minerals Plan (April 2013)
- 5.3 Other material considerations include:
- The National Planning Policy Framework (the NPPF) (July 2021)
 - Resolution of Manchester City Council Executive on PBSA (December 2020)
 - Greater Manchester Housing Strategy 2019 – 2024 (2019)
 - A Greater Manchester Vision for Housing (2019)
 - A Strategic Vision for Corridor Manchester (2015)
 - Corridor Manchester Strategic Spatial Framework (March 2018)
 - Greater Manchester Strategy (2017)
 - Guide to Development in Manchester Supplementary Planning Document (2007)
 - The emerging Manchester Local Plan review
 - Emerging Places for Everyone Plan for Greater Manchester (August 2021 Publication Draft)
- 5.4 The Core Strategy references and aligns with the NPPF's 'presumption in favour of sustainable development'⁹. This means that planning applications that accord with the policies in the Development Plan should be approved without delay, unless material considerations indicate otherwise.
- 5.5 The remainder of this section outlines, on a thematic basis, the key policy considerations of relevance to the proposed development, which are as follows:
- Principle of development
 - Design and Townscape
 - Heritage
 - Other Technical and Environmental Considerations

⁹ HM Government (2021), National Planning Policy Framework, para. 11

Principle of Development

Effective Use of Land

- 5.6 The NPPF requires planning decisions to promote an effective use of land, including the re-development of previously developed (brownfield) land where possible¹⁰. Substantial weight should be given to the value of using suitable brownfield land, and proposals which will secure the development of under-utilised land should be supported¹¹.
- 5.7 The position established through the NPPF is reflected within the regional and local policy context.
- 5.8 The CS seeks to reuse previously developed land wherever possible¹². The Council's target is for 90% of new development to be on previously developed land; in line with historic trends and to ensure a sustainable approach is taken with regard to the use of land as a limited resource¹³.

Purpose-Built Student Accommodation

Core Strategy Policy H12

- 5.9 Planning policy on PBSA in Manchester is principally addressed by Policy H12 of the adopted CS. Policy H12 establishes criteria which MCC use to assess all proposed PBSA; this includes themes regarding proximity to university campuses or a high frequency public transport route, positive regeneration impact of proposals and the need for additional student accommodation.
- 5.10 Manchester City Council's Executive Committee conducted a review of Policy H12 and the delivery of PBSA and considered two reports on this matter in November 2019 and December 2020. The initial Report to the Executive committee summarised recent market changes and outlined an updated context in which proposals for PBSA could be considered on an interim basis. The report concluded by outlining possible policy ideas for a revised approach to the application of Core Strategy Policy H12 criteria.
- 5.11 After a period of consultation, the December 2020 Report to Executive ('December 2020 Report') provided a summary of the consultation responses and recommended endorsement of the policy ideas outlined in the November 2019 Report (and repeated in the December 2020 Report) to be considered material considerations in the determination of PBSA schemes by the Planning and Highways committee. The Executive resolved to support the recommendation whilst acknowledging that it does not supersede, replace or outweigh Policy H12 as development plan policy.
- 5.12 The endorsed policy ideas build upon the existing H12 criteria and are briefly summarised below:

¹⁰ HM Government (July 2021), Paragraph 119, National Planning Policy Framework

¹¹ HM Government (July 2021), Paragraph 120(d), National Planning Policy Framework

¹² Policy SP1, Manchester Core Strategy

¹³ Paragraph 12.88, Manchester Core Strategy

- Student accommodation schemes should contribute to delivering regeneration benefits; support employment growth, graduate and talent retention, place making and the city's international reputation.
- The approach needs to be within the context of the approved Corridor Spatial Framework which establishes the principle that development of land in the Oxford Road Corridor should prioritise commercial or educational/research use. Student accommodation should, therefore, be in the right locations, in appropriate numbers, and only where it supports wider growth.
- To meet the needs of students, stabilise rental growth and provide an affordable accommodation offering, a more diverse pipeline of new PBSA is needed.
- All PBSA must be of a high quality, providing a high standard of living, within close proximity to the city's Higher Education Institutions.
- PBSA should consider the welfare and wellbeing of students as a major factor, in both design and management. Ensuring student accommodation is delivered in safe and secure locations, and with appropriate management and facilities. Location of accommodation close to University facilities is a critical issue in ensuring the safety and wellbeing of students.
- All new PBSA development to adopt the principles in the following codes of practice; 1) The Universities UK/GuildHE Code of Practice for University Managed Student Accommodation, 2) The ANUK/Unipol Code of Standards for Larger Residential Developments for Student Accommodation Managed and Controlled by Educational Establishments, 3) The ANUK/Unipol Code of Standards for Larger Developments for Student Accommodation NOT Managed and Controlled by Educational Establishment.
- Consideration of place making opportunities to contribute to the management of areas in which the proposed PBSA is located.
- Density of student accommodation will be essential to deliver the level of new high-quality accommodation needed within the context of scarce land availability both in the Oxford Road Corridor area and the wider city centre.
- Given the current climate emergency and Manchester's commitment to be carbon neutral by 2038, it is increasingly important that the location of student accommodation in Manchester should continue to be driven by proximity to university campuses, reducing the need to travel, and to sustainable modes of transport. This supports existing green travel plans.

5.13 Section 6 provides a detailed appraisal of the scheme against Policy H12 criteria and as a material consideration, the policy ideas endorsed by the Executive committee.

Manchester as a World City

- 5.14 The vision for Manchester, in accordance with the NPPF's economic sustainability objective¹⁴, is to have a growing economy and to be in the top rank of European and world cities¹⁵. Not only is this emphasised throughout MCC's commentary on the changing context of the city in relation to PBSA, but also across numerous key policy documents, including the CS, the Oxford Road Corridor Manchester Strategic Spatial Framework¹⁶, North Campus Strategic Regeneration Framework (SRF)¹⁷, HS2 Manchester Piccadilly SRF¹⁸, the Mayfield SRF¹⁹, the Greater Manchester Strategy²⁰, the Manchester Strategy²¹ and Manchester's Economic Recovery and Investment Plan²². In addition, the draft Places for Everyone Plan ('PfE') for Greater Manchester places great weight on the continued economic growth of the city centre in delivering Greater Manchester's ambition of becoming a top global city. This is discussed further below²³.
- 5.15 The aspiration for Manchester to build upon its already significant international profile and be amongst the leading cities of the world is entirely consistent with the NPPF and the Levelling Up agenda. The NPPF advises that significant weight should be placed on the need to support economic growth and productivity²⁴.
- 5.16 Manchester's Economic Recovery and Investment Plan was prepared to provide a positive statement on the future of Manchester's economy and its people and how MCCare responding to the challenges and impacts from Covid-19. The document highlights key growth areas resulting from University investment, such as 'ID Manchester' which is discussed further below. Importantly, this document recognises that Universities attract and retain overseas and domestic residents and that *"the city's graduate retention and highly skilled talent pool form one of the primary drivers for investment and growth"*.
- 5.17 Further to this, the draft PfE acknowledges that in order for Greater Manchester to 'flourish' it will need to make the most of its key assets and advantages to help differentiate it from other places. PfE subsequently recognises that one of these key assets includes *"the universities and the knowledge economy, with a high concentration of students, research activity and scientific institutions. The Oxford Road Corridor is an internationally important location in this regard..."*²⁵. It goes on to note that significant investment in these locations and assets will be provided to strengthen them.

¹⁴ HM Government (July 2021), Paragraph 8a, National Planning Policy Framework

¹⁵ Manchester City Council (2012), 'Core Strategy', para. 4.1

¹⁶ Oxford road Corridor Partnership (2018), Oxford Road Corridor Strategic Spatial Framework

¹⁷ North Campus (also known as ID Manchester) Strategic Regeneration Framework (May 2017)

¹⁸ Manchester Piccadilly Strategic Regeneration Framework (March 2018)

¹⁹ Mayfield Strategic Regeneration Framework (May 2018)

²⁰ GMCA (2017), 'Greater Manchester Strategy', para 1.1

²¹ Manchester City Council (2016), 'Our Manchester –The Manchester Strategy', pg. 34

²² Manchester City Council, Manchester's Economic Recovery and Investment Plan (2020)

²³ Whilst PfE has not yet been adopted, it is at an advanced stage of preparation, with the Examination having concluded in March 2023. The weight that can be attributed to its policies should be commensurate with its progress.

²⁴ HM Government (July 2021), Paragraph 81, National Planning Policy Framework

²⁵ GMCA (August 2021), Places for Everyone Plan for Greater Manchester, page 45, paragraph 4.3

- 5.18 The economic role of the Core Growth Area, within which Manchester city centre is located, is recognised through draft PfE Policy JP-Strat 1. It states that the Core Growth Area will be protected and enhanced, with sustainable development supporting major growth in jobs and providing opportunities for local communities. Further, Draft PfE Policy JP Strat 2 confirms the role of the city centre as *“the most significant economic location in the country outside of London will be strengthened considerably.”²⁶*. It is also recognised that there is a *“significant opportunity to maximise the use of previously developed land”²⁷* to help facilitate the delivery of a range of new homes so people can live close to jobs, education and amenities. The ambition to ensure the continued economic growth of Manchester city centre, particularly, the role universities have in developing Manchester and Greater Manchester as a globally important city and city region, is clear.
- 5.19 The area around the proposed development site is already undergoing transformational change which will result in a shift in scale in this part of the city. This is primarily being led by the aforementioned Strategic Spatial and Regeneration Frameworks which are summarised below.

The Corridor Manchester Strategic Spatial Framework

- 5.20 The site is located within the ‘Corridor Manchester’, which is identified as a strategically important economic contributor and key growth area within the city. The Corridor Manchester Strategic Spatial Framework (CMSSF) recognises the importance of the city’s educational institutions in helping Manchester achieve world-renowned status as a destination of choice for students across the globe.
- 5.21 Ensuring the delivery of infrastructure suitable for world-renowned Higher Education Institutions and city is therefore pivotal for the delivery of the overarching vision. This is further reflected in the CMSSF:

‘The investment of the universities and their recognition as world-class institutions will undoubtedly result in an increasingly greater student intake from outside of the region and internationally. This will drive demand for new student residential accommodation within the Corridor, in locations that are within a reasonable walking distance to the heart of the universities, over the lifetime of the strategy. This will include an upgrade of existing stock that is reaching the end of its life as well as additional provision’²⁸.

- 5.22 The SSFW seeks to strengthen the Corridor as a place to live, visit and work for students and knowledge workers from across the world. The strategy recognises that for the area to continue to be successful there needs to be a focus on the development of a cohesive, inclusive area. Corridor Manchester already contains one of the largest higher-education campuses in the UK with nearly 70,000 students studying at the UoM, MMU and the Northern College of Music. These educational institutions are world renowned and Manchester is recognised as a destination of choice for students across the globe.

²⁶ GMCA (August 2021), Places for Everyone Plan for Greater Manchester, page 52

²⁷ GMCA (August 2021), Places for Everyone Plan for Greater Manchester, page 52, para 4.29

²⁸ Corridor Manchester Strategic Spatial Framework, June 2017 (paragraph 3.58)

- 5.23 This concentration of students is very evidently a key part of the success of the Corridor. It underpins and supports the research activities of the educational institutions, whilst the large population living, working and spending time in the Corridor give the area its vibrancy and contribute significantly to its large economic output.
- 5.24 However, Manchester is operating in a highly competitive higher education market. The city must continue to look to enhance the student experience if it is to maintain its position on the world stage and realise its growth aspirations for the Corridor. This is a key objective of the investment plans outlined by the universities. As at present, the future success of Manchester as a student destination will, in part, underpin the realisation of the Council's aspirations for Corridor Manchester.
- 5.25 This will require continued investment in the infrastructure which supports the student population and the knowledge economy. This will include investment in educational facilities but also extends to transport infrastructure, retail and leisure facilities and, critically, high quality and accessible residential accommodation and space for businesses with a natural attraction to the area to operate.
- 5.26 The CMSSF provides strategic policy support for new student accommodation in the Corridor, though places a number of important parameters to this, including:
- Where compliance with Policy H12 of the Manchester Core Strategy is achieved and development is in line with evidenced demand.
 - Where it supports Corridor Manchester's overall range of uses and vitality as well as facilitating investment in infrastructure to support wider regeneration objectives.

Other Relevant Spatial / Strategic Regeneration Frameworks

- 5.27 Other SRFs of relevance to the changing context around the site, include:
- **North Campus SRF / ID Manchester** – the PDS lies immediately to the north of the North Campus SRF area, within which UoM are bringing forward 'ID Manchester'. ID Manchester will be an innovation district comprising a mixed-use city centre neighbourhood with a combination of offices, research facilities, commercial and community uses and residential development. Whilst detailed proposals are yet to be brought forward, the SRF proposes that the building heights across the area will range from 4 to 24 storeys, with the eastern and central areas accommodating the tallest buildings. Higher density development will be supported.
 - **HS2 Manchester Piccadilly SRF** – this SRF area is located c. 100m to the north-east of the PDS and is based around the opportunity presented by the delivery of HS2 into Manchester Piccadilly. This is anticipated to result in significant regeneration benefits through the delivery of new residential development, commercial office space, retail space, leisure space and high-quality public spaces. With this, the SRF aims to improve the attractiveness of investment in

neighbouring areas through improvements to physical connections and permeability to these areas.

- **Mayfield SRF** – this SRF area is located c. 80 metres to the east of the PDS and is currently being developed into a contemporary large scale commercial-led mixed-use development (including Mayfield Park). The aim for this area is to provide an opportunity to attract new employers to the area through significant regeneration providing commercial office space, residential development and leisure facilities, including Mayfield Park.

- 5.28 The close proximity of the PDS to the above regeneration areas, presents an opportunity for the redevelopment of the site to contribute to the realisation of these and support and complement the proposals within each of these areas.

Heritage

- 5.29 To ensure that development maximises the city's distinctive historic environment, Policy EN 3 (Heritage) requires new developments to be designed to support the Council in preserving, or where possible enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance.

- 5.30 The NPPF confirms that Local Planning Authorities should take account of a number of criteria when determining planning applications, including:

“a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation.

c) the desirability of new development making a positive contribution to local character and distinctiveness.²⁹”

Achieving Well Designed Places

- 5.31 The NPPF confirms that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve, and good design is a key aspect of sustainable development³⁰. Development should be visually attractive and add to the overall quality of the area by being sympathetic to local character, establishing a strong sense of place and optimising the potential of the site, whilst creating places which are safe, inclusive and accessible³¹.

- 5.32 The objective to achieve well-designed places is also reflected in local planning policies. In particular, the CS³² seeks to ensure that all new development across the City:

- Makes a positive contribution to creating neighbourhoods of choice including:
 - Creating well-designed places that enhance or create character

²⁹ HM Government (July 2021), Paragraph 190, National Planning Policy Framework

³⁰ HM Government (July 2021), Paragraph 126, National Planning Policy Framework

³¹ HM Government (July 2021), Paragraph 130, National Planning Policy Framework

³² Policy SP1, Manchester Core Strategy

- Making a positive contribution to health, safety and wellbeing of residents
 - Considering the needs of all members of the community, and
 - Protecting and enhancing the built and natural environment.
 - Minimises emissions, ensures efficient use of natural resources and reuses previously developed land wherever possible, and
 - Improves access to jobs, services, education and open space by being located to reduce the need to travel and providing good access to sustainable transport provision.
- 5.33 All new development in Manchester is required to follow seven principles of urban design³³, as follows:
- Character: a place with its own identity
 - Continuity and enclosure: a place where public and private places are clearly distinguished
 - Quality of the public realm: a place with attractive and successful outdoor areas
 - Ease of movement: a place that is easy to get to and move through
 - Legibility: a place that has a clear image and is easy to understand
 - Adaptability: a place that can change easily, and
 - Diversity: a place with variety and choice.
- 5.34 The CMSSF confirms PBSA schemes should deliver ‘added value’ beyond simply the numerical provision of accommodation. Design is encouraged to reflect and showcase the world-leading activities and opportunities within the Oxford Road Corridor and at the Universities, thus enhancing the public realm through well-planned and designed streetscape.
- 5.35 The Guide to Development in Manchester SPD recognises the importance of design in delivering sustainable development across the city. The SPD provides a set of reasoned principles to guide developers and designers in terms of the development which Manchester desires.

Development Management and Technical Considerations

- 5.36 In addition to the above key policy themes, there are a number of topic-based policies in the adopted Development Plan and NPPF of relevance:
- **Access and Transportation** - CS Policies T1 and T2 seek to support proposals that improve choice by developing alternatives to the car, improving pedestrian

³³ Policy EN1, Manchester Core Strategy

routes and the pedestrian environment and facilitating modes of transport that reduce carbon emissions³⁴. All new developments should be easily accessible to good public transport links to the city centre and Regional Centre³⁵.

The NPPF confirms that significant development should be focused within locations which are, or can be made, sustainable through limiting the need to travel and offering a genuine choice of transport modes³⁶. When considering planning applications, local authorities should ensure that appropriate opportunities to promote sustainable transport modes can be taken up, safe and suitable access to the site can be achieved, and any significant impacts on the transport network can be mitigated³⁷.

- **Air Quality** - CS Policy EN16 confirms that development proposals must include measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. The NPPF also requires that proposals must prevent contributing to or be adversely affected by unacceptable levels of pollution, including air pollution³⁸.
- **Biodiversity and Arboriculture** - CS Policies EN15 and EN9 and the NPPF make clear that proposals must aim to conserve and enhance biodiversity, and encourage opportunities to incorporate biodiversity in and around developments and integrate proposals with local habitats. The Council's objective is to protect and conserve the city's existing tree and woodlands with the aim for a net increase in trees across the city³⁹.
- **Flood Risk and Drainage** - CS Policies EN4 and EN14 include reference to flood risk and new development. These policies and the NPPF require that proposals should be directed away from areas which are at the greatest risk of flooding; and where development is permitted, local planning authorities should ensure flood risk is not increased elsewhere⁴⁰. CS Policy EN17 also requires developers to avoid any adverse impact on water quality, including during the construction phase.
- **Ground Conditions** - CS Policy EN18 requires developers to consider the potential risks from ground conditions and, if necessary, incorporate mitigation measures to address them. The NPPF is clear that planning decisions should ensure that sites are suitable for its new use taking account of ground conditions, land instability, and any proposals for remediation⁴¹.
- **Sustainability** - The NPPF and Core Strategy Policies EN4, EN6, EN8 and EN9 confirm that new development should be adaptable to climate change in terms

³⁴ Policy T1, Manchester Core Strategy

³⁵ Policy T2, Manchester Core Strategy

³⁶ HM Government (July 2021), National Planning Policy Framework, para. 105

³⁷ HM Government (July 2021), National Planning Policy Framework, para. 110

³⁸ HM Government (July 2021), National Planning Policy Framework, para. 174

³⁹ *Ibid*

⁴⁰ HM Government (July 2021), National Planning Policy Framework, para. 159

⁴¹ HM Government (July 2021), National Planning Policy Framework, para. 183

of design, layout, siting and function of both buildings and external spaces. Regard should be had to minimising flood risk, the use of Green Infrastructure and the opportunity to provide linked and diverse green space.

- **Waste** - CS Policies EN19 and DM1 promote sustainable forms of waste management. The CS recognises that waste management is a key issue for the City and requires developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on-site wherever possible.

Summary of Key Policy Issues of Relevance

- 5.37 National planning policy sets out a presumption in favour of sustainable development, which confirms that development that accords with relevant policies in an up-to-date development plan should be granted planning permission without delay.
- 5.38 The CS policy of principal importance, Policy H12, is a permissive policy whereby proposals will be supported if it can be demonstrated that they meet specific criteria. The recent Executive committee resolution on PBSA provides further considerations and context but does not supersede Policy H12.
- 5.39 In addition, prevailing policy recognises the critical role that the Higher Education Institutions play within the city. They sustain, support and further the economic performance of the city which is recognised through the role of the Corridor as a strategically important economic contributor and key growth area within the city.
- 5.40 The NPPF and local planning policies require development to be of high-quality design, and to have regard to the prevailing character with the surrounding area, including the retention and improvement to assets with a heritage value.
- 5.41 Furthermore, policies in the CS and NPPF encourage development on previously developed land and development in locations that are accessible by a wide range of sustainable modes of transport, and do not have unacceptable impacts on the environment.

6. Planning Appraisal

- 6.1 This section evaluates the proposals against the planning policy context as summarised in the preceding section. It focuses first on what are regarded to be the principal considerations of relevance to the principle of the development, before turning to more detailed matters regarding the proposal's compatibility with its site and surroundings, as informed by the accompanying suite of technical assessments. In so doing, the policies of the Development Plan are addressed alongside other material considerations, including national policy and local non-statutory policy documents.
- 6.2 In light of the the preceding section, the principal issues to consider are outlined below and addressed in turn:
- Principle of development
 - Design and Townscape and Visual Effects
 - Heritage
 - Technical and Environmental Considerations
 - Benefits resulting from the proposed development

Principle of Development

Previously developed land in the city centre

- 6.3 As referenced in Section 2 the site is currently vacant following the demolition of the previously existing buildings on the site. The proposed development therefore makes efficient use of land through the development of previously developed land in the city centre, in an area which is undergoing and will continue to undergo transformational change.
- 6.4 The proposed development is of a high-quality design, providing a development of striking architectural quality in a prominent gateway location in the city centre, such that it will make a positive contribution to the built environment and to the skyline of the city centre.
- 6.5 The proposed development therefore accords with paragraphs 119 and 120(d) of the NPPF, which gives substantial weight to the redevelopment of brownfield land, and policy SP1 of the CS.

Extant Planning Permission

- 6.6 As outlined in Section 3, planning permission for the redevelopment of the site for a combined co-living and PBSA development was granted in June 2018. The March 2020 permission was successfully implemented through the demolition of the existing buildings on-site and the laying of the piled foundations. Therefore, the March 2020 permission remains extant and capable of lawful continued implementation.
- 6.7 The scale, form and appearance of the scheme now proposed is commensurate with that originally approved and implemented, as demonstrated through the accompanying Design and Access Statement.

- 6.8 As such, through the extant planning permission on the site, the principle of development of this scale and broad character has already been established. This sets a precedent for and is a material consideration in the determination of this planning application.

Principle of Purpose Built Student Accommodation of this scale

Compliance with Policy H12 of the Manchester Core Strategy

- 6.9 Policy H12 of the CS offers general support for the provision of additional purpose built student accommodation subject to compliance with all the specified criteria, an evaluation against which we undertake below:

1) Sites should be in close proximity to the University Campuses or to high frequency public transport route which passes this area

- 6.10 The PDS is located immediately adjacent to the UoM North Campus. The main MMU Campus is located approximately 550 metres to the west with the closest building being the Faculty of Science and Engineering building. The Oxford Road UoM Campus is located c. 500 metres to the south-west of the site with the closest building being the Sugden Sports Centre.
- 6.11 The campuses are accessible on foot or by cycle via Oxford Road and Upper Brook Street. Cycle connections to the campuses have been significantly improved over the last 12 months through investment in 'Dutch style' cycle paths as part of the Bus Priority Package of measures to improve and promote sustainable transport along the Oxford Road Corridor.
- 6.12 With regard to bus access the Oxford Road Link service provides free and subsidised travel between Piccadilly railway station and the Oxford Road Corridor. It runs approximately 50m from the site, along Fairfield Street. The site is located c.530 metres from Oxford Road. It is located within 550 metres of the cluster of bus stops outside the Principal Hotel from which all services head south of the universities, Fallowfield, Withington, Hulme, Moss Side, Whalley Range, Didsbury and Chorlton. This includes services 42, 43 and 86 which operate at no more than ten-minute intervals.
- 6.13 In addition to the above, site is located c.100 metres from Piccadilly bus station from which the aforementioned services can also be accessed.
- 6.14 The proposal clearly satisfies criterion 1 of Policy H12 – it is both close to the University campuses and has easy access to public transport routes that pass through those campuses.

2) The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed Schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required for Policy EN5

- 6.15 With regard to the ability to use decentralised energy, there are no existing district heat networks within immediate proximity of the PDS. The PDS is located approximately 700m south of the southern extent of the proposed Manchester Civic Quarter Phase 1 heat network. There are no known plans to extend it to this part of the city.

- 6.16 Given the uncertainties associated with the proposed networks, at this time it is not currently envisaged that the proposed development will connect into a larger scale community heating system.
- 6.17 Notwithstanding this, the Environmental Standards Statement (ESS) confirms that the proposed development will incorporate a range of measures to reduce carbon emissions, mitigate the effects of climate change, and to ensure the long-term resilience of the development to the effects of climate change. The measures included are summarised in Section 4 of this Statement and detailed further in the ESS and Energy Statement submitted with this planning application.
- 6.18 The aforementioned documents demonstrate that a range of measures have been embedded which seeks to ensure the delivery of a sustainable development in accordance with local and national objectives.
- 6.19 Therefore, whilst criterion 2 is not directly applicable, the proposed development accords with the spirit of the criterion – to support low and net zero carbon objectives.

3) High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area

- 6.20 'High density developments' is not qualified or explained by the policy nor is there a reasoned explanation. However, it is reasonable to conclude that the proposed development should be considered 'high density'.
- 6.21 Immediate existing neighbours comprise other student halls of residence (Lambert and Fairfield) which are owned by iQ and the buildings / operations of the UoM North Campus. Office accommodation is located to the east. The North Campus is proposed to be redeveloped as ID Manchester.
- 6.22 The proposals for student accommodation on the site are manifestly compatible with existing neighbouring land uses (and the site has both been previously developed for PBSA and permitted for such). They are also compatible with and complementary to the proposals for ID Manchester and as part of the wider Corridor Manchester as described earlier.
- 6.23 With respect to proximity to retail provision, the site enjoys an excellent location within walking distance of the principal retail areas of the city centre. For example, within 200m is a Waitrose food-store on the approach to Piccadilly railway station, which also contains a Sainsbury's convenience store and a M&S food store. The site is also located in close proximity to a range of other facilities as described in Section 2.
- 6.24 Given the site's highly accessible location the development is proposed to be car free, although the proposed public realm enhancements to Granby Row do include provision for disabled parking. In addition, a total of 313 cycle spaces will be provided within the scheme as a whole to promote the use of sustainable modes of transport.
- 6.25 A Framework Travel Plan forms part of the planning application submission and confirms the full range of measures which iQ, as developer / operator / manager of the

accommodation, will put in place to promote sustainable transport choices and reduce car travel.

- 6.26 Based on iQ's experience of operating Lambert and Fairfield halls of residence it is considered unlikely that residents of the student accommodation would bring a car. Those that do will be directed to take up contracts with local multi-storey car park operators. In the circumstances and given the high level of on-site management, there is no reason to believe that the development would give rise to increased levels of on-street parking other than in designated and controlled parking bays.
- 6.27 It should also be acknowledged that the previous planning permission on the site was for a building of a similar scale and density to that now proposed and was found acceptable in relation to criterion 3 of Policy H12.
- 6.28 Criterion 3 of Policy H12 is therefore satisfied.

4) Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents

- 6.29 There are significant positive regeneration impacts arising from the proposal, which are addressed in turn below.

Supporting Manchester's Higher Education Offer

- 6.30 The policy context presented in Section 5 recognises the critical role that the Higher Education Institutions play within the city. They sustain, support and further the economic performance of the city, in turn conveying significant social benefit.
- 6.31 The provision of high quality, affordable and well managed student accommodation is an essential component in sustaining the appeal of those Higher Education Institutions in what is a very competitive marketplace. Sufficient high-quality accommodation provision is critical to the city's universities being unable to attract and retain the best talent.
- 6.32 As addressed in relation to a separate criterion below, there is a significant mismatch between supply and demand, and a pressing need to deliver additional PBSA. The proposals will make a notable contribution to the supply, with high-quality, managed accommodation in a sustainable location, previously occupied by a student accommodation building. By making this contribution and helping to increase and improve the accommodation offer, notably including affordable rental accommodation, the proposals will support the appeal of the Higher Education Institutions and their continued essential contribution to the city's economy.
- 6.33 Furthermore, as outlined in Section 5, the PDS is located within and in close proximity to a number of strategic and spatial regeneration frameworks, namely the Corridor Manchester and North Campus / ID Manchester. These locations are synonymous with

the City's Higher Education Institutions and the importance of the growth and development within these areas to support the universities.

- 6.34 The redevelopment of Echo Street, in providing a solely PBSA development in this prominent and important location in the city centre relative to the city's Higher Education Institutions, will contribute to the ability of the city to be able to attract and retain the best talent.

Providing housing choice and supporting 'recovery' of traditional housing stock

- 6.35 The mismatch between supply of and demand for student accommodation within Manchester has generated a significant issue within the city in respect of the occupation by students of mainstream housing stock. There are more than twice as many students at the Higher Education Institutions than there are bedrooms in purpose-built accommodation. Allowing for a small proportion of students living at home, the balance is largely made up of properties in the private rented sector, the majority being HMOs.
- 6.36 Whilst this will always be a feature of any successful university city, the issues this generates are numerous: reduced availability and affordability of housing stock; lack or absence of management; no oversight of student wellbeing; students exposed to poor landlord practices; impact on amenity of neighbours by being interspersed with mainstream housing. High quality, well managed PBSA represents a means of addressing all of these issues. These issues are prevalent in Manchester.
- 6.37 As outlined in the Cushman and Wakefield Student Need Assessment, submitted with the application, Manchester is currently the fourth largest student accommodation market in terms of beds in the UK, behind London, Liverpool and Sheffield. However, the PBSA market in Manchester is currently characterised by a legacy of older bed spaces due to limited development over the last decade. Over the last 10 years, the City has seen the second fewest number of new deliveries of any major market, and the lowest net increase in beds of any major market. Consequently, Manchester is home to a significantly larger percentage of standard, shared bathroom bed spaces than the national average, and a considerably lower percentage of modern en-suite rooms.
- 6.38 With this, Manchester currently has a development pipeline of 3,841 beds with just over 1,400 beds approved (37%), which is considered a small number for a market of this size. Furthermore, the city-wide student to bed ratio (SBR) stands at 2.04:1, meaning that 27,895 students with a requirement for a bed are currently unable to access one in PBSA.
- 6.39 Modelling of the impacts of the development pipeline on the demand/supply balance indicates that more students are likely to be forced into HMO accommodation without additional beds being delivered to the market.
- 6.40 Therefore, PBSA is a part of the solution to this long-standing problem, through the provision of well-located, high quality student accommodation.

- 6.41 In respect of cost, which is an important but not the sole determinant of choice, the scheme offers PBSA at a range of price points. As noted earlier, the proposals also provide a proportion of rooms at a discounted affordable rent.
- 6.42 Whilst there is no policy requirement for the provision of affordable rent as part of PBSA proposals in Manchester, the Applicant acknowledges the importance of affordability in the Manchester PBSA market and proposes to respond positively to this – to a degree beyond any other PBSA proposals within city to date. This additional significant benefit is a material consideration in the determination of the application to be afforded substantial weight.
- 6.43 The provision of a high quality, sustainably located PBSA development which contributes substantially to the identified much needed supply in Manchester, with a dedicated significant number of affordable beds, will provide additional choice, reduce pressure on the housing stock, reduce the prospects of additional mainstream housing being occupied by students, and contribute to the opportunity to revert HMOs back to family housing.
- 6.44 This is a key regeneration benefit of the proposals.

Making efficient and effective use of land

- 6.45 As referenced earlier, the proposed development makes efficient use of land through the development of previously developed land in the city centre in an area which is undergoing and will continue to undergo transformational change.

Conveying heritage benefit

- 6.46 This is dealt with in criterion 7 below. As confirmed within Chapter 8 of the ES, the proposed development would enhance the character and appearance of the Whitworth Street Conservation Area. It would also sustain the setting of a number of listed buildings such as the Sackville Street Building and London Road Police and Fire Station.
- 6.47 The heritage enhancement arising from the proposal contributes to its regeneration benefit.

Economic and social benefits

- 6.48 The proposed development will trigger significant investment within the city centre which will have a positive impact on regeneration across the whole city.
- 6.49 As illustrated within the Economic Benefits Statement submitted in support of the planning application, the proposed development will deliver substantial benefits throughout both the construction and operational phases, as summarised below:
- Construction Phase
 - 195 Full Time Equivalent ('FTE') jobs supported on average throughout construction (c. 30 months).
 - Generation of 125 direct jobs in Greater Manchester, including 60 for Manchester residents.

- Delivery of 60 indirect/ induced jobs across Greater Manchester, including 15 for Manchester residents.

6.50 This will lead to a £64.8 million productivity boost in just the construction phase.

- Operational Phase
 - **Supporting Growth in Manchester** – Reinforcing the city’s appeal to local and international students.
 - **Up to 7 On-site Jobs** – Supported by the ongoing operation of the PBSA in concierge and buildings maintenance roles.
 - **£4.0 million Resident Expenditure** – Annually on local transport, groceries and other expenses helping to support local business.
 - **£635,000 Visitor Expenditure** – From families and friends visiting residents each year, supporting the local leisure and tourism industry.
 - **30 Retail and Leisure Jobs** – Supported by PBSA residents and visitors’ expenditure.

6.51 In relation to the latter part of the criteria PBSA in this location will effectively integrate with the surrounding neighbourhood, which already includes student accommodation. The suitability of PBSA in this location is already demonstrated by the previous use of the site and also the surrounding uses. As such, it will remain a popular destination for students and continue to contribute to the vibrancy of this prominent city centre location by supporting the numerous restaurants, bars and local shops in close proximity. No additional pressure will be put on those services given the breadth available within this city centre location.

6.52 Furthermore, the proposals include improvements to the public realm around the site to closely integrate with the surrounding uses and create a safe and pleasing environment for students to reside.

Conclusion on criterion 4

6.53 On the basis of the above, it is clear that the proposed development will result in numerous regeneration benefits, therefore satisfying criterion 4 of Policy H12.

5) Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention

6.54 The planning application is supported by a full Crime Impact Statement (‘CIS’) prepared by Greater Manchester Police.

6.55 The CIS concludes that the development is supported by Greater Manchester Police and delivers a number of positive benefits include increased surveillance and activation of the public realm in Echo Street, Granby Row and Vimto Gardens.

6.56 In particular, the ground floor elevation of the proposed development to Granby Row and Vimto Gardens shall be fully glazed promoting natural surveillance to these areas, from the communal amenity spaces within the building. This represents a substantial improvement on the previous situation where the existing buildings on site were set back from the street edge (Chandos House), turned their back on the street (Echoes Day Nursery) and also screened anti-social behaviour (garages). Similarly, the current condition of the site, in which it is surrounded by construction hoarding, lends itself to promoting anti-social behaviour.

6.57 The CIS also recognises the benefits of the public realm improvements to security and the on-site management of the building.

6.58 In addition, as outlined in Section 4, iQ adopt a coordinated Facility Management Strategy, which is submitted alongside the application, and confirms how the building will be effectively managed and operated by iQ. This includes the security measures that will be in place for residents and also measures to mitigate anti-social behaviour and manage the relationship of residents with neighbouring properties.

6.59 Therefore, criterion 5 of Policy H12 is satisfied.

6) Consideration should be given to the design and layout of student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there are no unacceptable effects on residential amenity in the surrounding area through increased noise, disturbance or impact on the street-scene either from the proposed development itself or when combined with existing accommodation

6.60 The rationale and justification for the proposed site layout and design of the proposed development is presented in the DAS.

6.61 In addition, the ES assesses the potential impact of the Proposed Development both individually and in combination with other developments, on residential amenity during the construction and operational phases. The ES addresses a range of technical issues including noise, air quality, sunlight / daylight and wind micro-climate. A summary of the conclusions of each is presented later in this Section.

6.62 Whilst the ES identifies that the proposed development will give rise to a degree of impact on some receptors such impacts are to be expected from a large mixed-use development in the centre of a major international city. None of the impacts exceed relevant guidelines or standards and none are considered to be significant in EIA terms or unacceptable in planning terms.

6.63 The requirements of criterion 6 of Policy H12 are met.

7) Where appropriate proposals should contribute to the reuse of Listed Buildings and other buildings with a particular heritage value

6.64 There are no listed buildings on the site. As such this criterion is not directly relevant to the consideration of the application.

6.65 However, as found in relation to the previously approved scheme, and re-confirmed within Chapter 8 of the ES, the proposed development would enhance the character

and appearance of the Whitworth Street Conservation Area. It would also sustain the setting of a number of listed buildings such as the Sackville Street Building and the London Road Police and Fire Station.

- 6.66 Whilst not directly applicable, generally the intent of Criterion 7 of Policy H12 is satisfied.

8) Consideration should be given to the provision and management of waste disposal facilities, that will ensure waste is disposed of in accordance with the waste hierarchy set out in Policy EN19 with the development at an early stage

- 6.67 A Waste Management Strategy has been prepared by Vectos / SLR and is summarised in Section 4. This outlines how separate bins will be provided within each unit for the segregation of waste and the location and capacity of waste storage facilities. Details of collection by private operator are also presented, as is MCC's Waste Proforma.

- 6.68 Criterion 8 of Policy H12 is satisfied.

9) Developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a University or another provider of higher education, for the supply of all or some of the bed spaces

- 6.69 In respect of the need for additional student accommodation, this has been recognised by MCC in its reports on PBSA to the Executive committee, referred to earlier. It is acknowledged within those reports that the present levels of PBSA available to support the student population and the limited investment in PBSA over recent years is causing a series of issues for the city. Those include driving rents upwards such that Manchester is one of the most expensive UK cities for PBSA, and students increasingly occupying mainstream housing stock. The latter has an impact on the availability and affordability of housing to meet local resident needs, significantly reduces Council tax revenue through exemptions, and creates issues in terms of effective management (with consequential impacts on amenity, neighbourliness etc.).
- 6.70 MCC has acknowledged that there is a need for additional PBSA in order to help overcome these challenges, including in approving PBSA schemes elsewhere in the city centre and beyond in recent months. This acknowledgement of need in itself satisfies the first element of this criterion.
- 6.71 The application documentation further evidences this position, specifically within the Student Need Assessment prepared by Cushman and Wakefield. As discussed above, this demonstrates that in 2022/23 there are 26,830 purpose-built student accommodation bed spaces available in Manchester; however, this is characterised by a legacy of older bed spaces due to limited development over the last decade. With Manchester being the fourth largest student accommodation market in the UK, there are currently 27,895 students requiring a bed but are unable to access one in PBSA. With only 3,814 beds in the development pipeline in Manchester, the demand-supply imbalance in Manchester continues, with more students being forced into the private rental market as demand outstrips supply in the city.
- 6.72 Up to date evidence therefore, supports the Council's recognition of the need for additional PBSA provision in Manchester.

6.73 In respect of the second alternative within the criterion, there is no formal agreement with a higher education provider for the supply of bedspaces; however, iQ have been in discussions with UoM. Discussions will continue with UoM with regard to a potential formal nominations agreement should planning permission be granted.

6.74 Criterion 9 is therefore satisfied.

10) Applicants / developers must demonstrate to the Council that their proposals for purpose-built student accommodation are deliverable

6.75 iQ is one of the leading providers of private purpose-built student accommodation (PBSA) in the UK, currently owning and operating over 3,600 student beds across 10 sites in Manchester and over 32,000 beds in the UK.

6.76 iQ has been part of the Higher Education ecosystem for over 13 years and was acquired by Blackstone in May 2020. iQ offers a range of high-quality and well-located homes for students and puts the student experience at the heart of its business, through a focus on student wellbeing and creating a sense of community in its sites through shared social and study spaces, free leisure facilities, gyms and a full programme of events.

6.77 The PDS is under the ownership and control of iQ. iQ will not be reliant upon third party land to deliver the development and any non-planning licences / consents will be limited to routine matters, such as the public realm improvements within the public highway or required on a temporary basis only (temporary highway stopping up orders etc).

6.78 iQ has appointed project managers to assist in devising the construction programme and the appointment of a principal contractor. No physical constraints to implementation of the scheme have been identified with iQ being in regular contact with Network Rail and statutory undertakers throughout the pre-application process.

6.79 In addition, following the previous planning permission, the site has been cleared and piled foundations installed. As such, subject to planning permission being granted for the revised proposals, development would re-commence on site in 2023 and be complete for the 2026/27 academic year intake.

6.80 Criterion 10 of Policy H12 is therefore satisfied.

Summary of Policy H12 compliance

6.81 Policy H12 is the development plan policy of greatest relevance. It confirms that the provision of new PBSA will be supported where the development satisfies all the policy criteria.

6.82 It has been demonstrated above that the proposed development satisfies all of the relevant policy criteria and as such, the proposals should be supported. Indeed, this was the conclusion of MCC on the previous planning permissions on the site, in relation to the PBSA element of the scheme at the time.

6.83 In addition, for completeness and as it is a material consideration in the determination of the application, **Appendix 2** of this Statement provides an assessment against the 'policy ideas' endorsed by MCC's Executive Committee in December 2020. This

concludes that the proposals align with all of the ‘policy ideas’ that the Council’s Executive has endorsed as a material consideration. Therefore, these weigh further in favour of the proposals.

Design and Townscape and Visual Effects

- 6.84 National and local planning policies confirm that good design is a key aspect of sustainable development and that new development should function well and add to the overall quality of the area, be visually attractive, sympathetic to local character maintain a strong sense of place and create places that are safe and secure.
- 6.85 The accompanying DAS, prepared by Sheppard Robson, explains the design concepts and principles which have been applied to the proposed development, and how the proposals have evolved to reflect revised use, the site’s context, identified technical and environmental constraints and opportunities, and pre-application engagement with MCC Officers. It explains the design evolution and rationale for the proposals and how they have been adapted to ensure that the key design principles of the original planning permission are retained in the revised proposals.
- 6.86 In summary, and consistent with the approved scheme, the proposed development will deliver:
- A striking new building which makes a bold and confident statement about the importance of the location as a gateway into the city centre whilst at the same time presenting an ordered and calm grid pattern to the articulation of the façade which does not appear dominant and defers to the more decorative aspects of traditional buildings within the area.
 - A building of a scale which responds to its context; being taller at the eastern end of the site where it addresses the Piccadilly Gateway and then cascading down to meet Vimto Gardens.
 - The use of appropriate materials which ‘root’ the building within the Conservation area: red/ purple bricks to the principal towers and white GRC panels to the intermediate blocks. The white GRC panels shall further visually connect the building to more modern buildings found in the Piccadilly Station area to the east and North Campus to the south.
 - The incorporation of subtle detailing around windows and door entrances: the use of chamfered window reveals, as well as perforated decorative spandrel panels between windows.
 - The incorporation of fully glazed double height facades to Granby Row and Vimto Gardens and active uses at ground floor level which will animate and activate the street-scene. This interaction between internal and external spaces will be further enhanced by the provision of areas of new public realm adjacent to Vimto Gardens and within Granby Row and Echo Street which is aimed at rebalancing use in favour of pedestrians and enhancing a sense of place.

- The provision of external courtyards to provide much sought-after outdoor amenity space for residents to enhance the student experience, through the creation of a community.
- The incorporation of green roofs to enhance biodiversity.

6.87 As demonstrated, the proposed development represents the highest quality of architecture which responds to and respects its surroundings. It is a gateway building within an area that is undergoing transformational change and will only continue to do so. The proposed development ‘unlocks’ the potential of the area and sets the tone for future development, such as ID Manchester.

6.88 The analysis presented within the accompanying Design & Access Statement demonstrates that the proposal is entirely consistent with Section 12 of the NPPF, CS Policies SP1 and EN1 and the Guide to Development in Manchester SPD in terms of securing high-quality design which makes a positive contribution to creating neighbourhoods of choice.

Townscape and Visual Impact

6.89 Chapter 9 of the ES considers the Townscape and Visual Impact of the proposed development. In summary, it concludes:

- **Changes to townscape character within the site context** – this is considered to comprise a direct, permanent, long-term beneficial effect of the proposed development as it will achieve a good fit within the townscape character through a noticeable improvement within the site. This effect is **moderate-significant**.
- **Changes to topography and site levels** – there is likely to be a direct, permanent, long-term, beneficial effect which is **negligible and not significant**.
- **Change to the character, composition and amenity of the views** – viewpoints 1 – 5 are considered to have a **moderate beneficial** residual effect, which is **significant**. Viewpoints 6 – 8 are considered to have a **minor beneficial** residual effect, which are **not significant**.

6.90 As such, all residual effects are beneficial with varying degrees of significance. Therefore, the proposed development causes no material harm to visual amenity or townscape character and would be a positive addition to the city’s skyline, in accordance with CS Policy H12, DM1 and Section 12 of the NPPF. This conclusion is reaffirmed in the Tall Building Statement (**Appendix 1** of this Statement), in accordance with CS policy EN2.

Heritage and Archaeology

6.91 A comprehensive assessment of the proposed development in terms of its impact of above ground built heritage assets, including the Whitworth Street Conservation Area, numerous listed buildings and their setting, and non-designated heritage assets has been undertaken.

- 6.92 As with the approved scheme, and reflective of how comparable the proposed development is, it concludes that there will be no impacts to the setting or significance of the identified listed buildings having taken into consideration their significance, contribution of setting, the relative distance between them and the site, the extent and character of intervening development and the nature of the application proposals. It is considered to have a neutral overall effect in relation to the impact on listed buildings.
- 6.93 The Heritage Statement considers the effects of the reinstatement of the historic building line to Granby Row, the positive dialogue of the new building with the Granby Row street frontage and with Vimto Gardens, and the high quality of the proposed building which resonates with the detailing and materials of buildings in the Conservation Area. It concludes that these factors will result in a benefit to the character and appearance of the Conservation Area.
- 6.94 Indeed, Historic England, in their written response following pre-application engagement, confirmed the following:
- “Historic England worked with the applicant in the initial development of the proposals, and we concluded that we were not only comfortable with its impact on the significance of the heritage assets within the wider context of the site, but that we welcomed the innovation in terms of the architectural design and details, combined with the judicious use of sympathetic materials to help anchor the scheme within its wider historic context.”*
- 6.95 In addition, an Archaeological Desk Based Assessment has been prepared by TEP. This concludes that there are no recorded heritage assets with archaeological interest within the site boundary. Archaeological evaluation was undertaken as part of the implementation of the March 2020 permission which concluded that no further archaeological work was required. The Assessment that accompanies this planning application re-confirms these findings.
- 6.96 The proposed development is therefore considered to comply with CS policies CC9 and EN3, and section 16 of the NPPF.

Technical and Environmental Considerations

Highways

- 6.97 A Transport Assessment has been prepared by Vectos / SLR. In particular, it concludes:
- The site is well located to reduce the need to travel as it is close to a wide range of amenities in the city centre. The development will also provide facilities on site such as a gym that will help to reduce the need for travel off-site.
 - The site is connected to an established network of footways that provide connectivity to the surrounding areas.
 - The site is well located in relation to the city centre cycle network. There are also bus, rail and Metrolink services available within a short distance of the site, providing excellent opportunity for trips to and from the site by public transport.

- The site is located in a highly accessible location for walking, cycling, bus, Metrolink and rail and therefore providing a car-free development at this location is considered acceptable.
- Public realm improvements are proposed along Granby Row and Echo Street that will significantly improve the pedestrian environment, helping to promote pedestrian movement to and from the site.
- Eight of the existing thirteen on-street car parking bays along Granby Row adjacent to the site will be retained and two of these will be designated as disabled bays. It has been observed that these bays are under-utilised, and the proposed loss of five bays along Granby Row is not anticipated to result in any impact on overall parking provision in the City Centre. The availability of short-term parking along Granby Row will provide a convenient parking resource for those visiting the site by car.
- The forecast of delivery and servicing trips has shown that there could be a maximum of four delivery and servicing trips arriving to the development in any one hour, averaging at one every 15 minutes. This level of activity is expected to be accommodated within the new loading bay on Echo Street which can accommodate two vans at one time.
- There will be times of increased demand for parking in the area at the beginning and end of term times when students check in and check out. As detailed in the Facility Management Strategy, iQ operate a check-in / check-out system whereby residents choose the date / time to which they will be arriving or leaving. This will help manage the level of activity during these times to ensure minimum disruption to the operation of the highway network during these times.
- During construction, a preliminary forecast expects up to 35 construction vehicles visiting the site per day during the busiest construction periods. The accompanying Construction Management Plan details how these will be managed.

6.98 A Framework Travel Plan has also been prepared and seeks to, amongst other things, encourage the use of alternative modes of transport to the private car by staff and residents and improve the health and wellbeing of residents through the promotion of travel by walking and cycling.

6.99 In conclusion, as was found with the approved scheme, the proposed development is in a sustainable location and will not adversely affect the operation of the highway or transport network. As such, it meets the criteria set out in national and local policy for sustainable development and is therefore acceptable in highways and transportation terms through compliance with CS Policies T1, T2 and DM1, as well as the requirements of paragraphs 110 – 113 of the NPPF.

Ecology and Arboriculture

6.100 An Ecological Desk Based Assessment has been prepared by Penny Anderson Associates Ltd, this confirms:

- There are virtually no ecological constraints due to the lack of semi-natural habitat on site and lack of feature for protected or notable species. There will be no impact on designated sites due to distance from the site and lack of any habitat connectivity.
- The proposed development will incorporate sedum roofs and biodiverse green roofs to provide habitat for invertebrates and foraging resource for bird and bat species.
- A Biodiversity Net Gain assessment has been completed which demonstrates a significant net gain of 559.71% habitat units.
- In addition, artificial bird nesting boxes, bat roost features, bee bricks and bug hotels will be included on each building.

6.101 In addition, Planit-IE have prepared a note in relation to the arboriculture of relevance to the site. This confirms there are no existing trees on-site; however, tree planting will form part of the improvements to the public realm through the planting of 4 no. trees.

6.102 Overall, the proposed development would have no significant adverse ecological effects and will result in a large net gain in biodiversity value. The proposals are therefore considered to be compliant with CS Policies EN9 and EN15, and Section 15 of the NPPF.

Flood Risk and Drainage

6.103 A Flood Risk Assessment and Detailed Drainage Strategy has been prepared by Curtins. This confirms that the site is within the lowest category of flood zone (Flood Zone 1). Therefore, the main types of flooding that could apply to the proposed development site are surface water flooding to and from the site. As such, the following mitigation measures are proposed:

- **Groundwater flood mitigation** – groundwater levels are to be monitored during ground investigation works; finished floor levels should be set above the highest groundwater level; and external ground levels across the site should fall away from the proposed buildings and avoid the creation of low points.
- **Surface water flooding to the site mitigation** – existing footway levels along the outside perimeter of the building are to be maintained to ensure that surface water shall fall away from the building line and into the highway gullies. In addition, proposed external ground levels across the site should fall away from the proposed buildings and avoid low points where possible.
- **Surface water flooding from the site mitigation** – surface water is to continue to outfall into the public sewer network but at a restricted rate compared to existing. The drainage design should ensure that gullies, drainage channels and drains are all suitably sized to accommodate peak storm flows. All inlet features should also have suitably sized sumps. Surface water should also be constrained within the site and proposed with sustainable techniques such as water reuse, permeable paving and enhanced landscape feature.

- 6.104 In relation to drainage, a separate foul and surface water system is proposed up to the point where drainage leaves the site, as per the previously approved drainage scheme.
- 6.105 Accordingly, the proposed development is in accordance with policy EN14 of the CS and paragraphs 159 – 169 of the NPPF.

Ground Conditions

- 6.106 Curtins have undertaken both Phase 1 and Phase 2 Ground Investigations associated with the site and these are submitted alongside this planning application. These investigations confirm that ground conditions at the site generally comprise Made Ground, underlain by Glacial Till – with 48 of the 63 samples taken across the site comprising Made Ground, with the remaining 15 comprising natural soil samples.
- 6.107 On this basis, specific post-demolition investigation was not considered necessary. This approach was agreed with MCC's Environmental Health Officer.
- 6.108 The Phase 2 Additional Ground Investigation report provides a number of recommendations, including:
- In the limited proposed areas of soft landscaping, clean capping with underlying geotextile/break layer should be installed to break the source-pathway-receptor (SPR) linkage from elevated concentrations of heavy metals, PAHs and TPHs and possible asbestos contaminated soils. For the remainder of the site, the building footprint and areas of hard standing will break the SPR linkage.
 - Use suitable materials for water supply pipes in accordance with utility providers requirements.
 - If further piling is required, a Piling Risk Assessment (PRA) is undertaken determine suitable methods of piling to mitigate risks to the underlying aquifer.
- 6.109 In addition, 1st Line Defence have prepared a detailed UXO Risk Assessment in relation to the further investigation work to implement the March 2020 permission. This confirmed that the majority of the site was assessed to be 'low' risk, with the north eastern corner assessed as 'medium risk'. An additional intrusive survey report was carried out by 1st Line Defence which concluded that piling may be carried out on all pile locations within the UXO survey locations. These conclusions are presented in the 'Summary of UXO works' document submitted with this planning application.
- 6.110 The proposed development is therefore in accordance with CS Policy EN17 and EN19 and paragraphs 183 to 188 of the Framework.

Climate Change and Sustainability

- 6.111 The proposed development sets high sustainability standards, which are set out in the DAS, Environmental Standards Statement (ESS) and Energy Statement, which accompany this planning application.
- 6.112 The ESS confirms that the Proposed Development will incorporate a range of measures to reduce carbon emissions, mitigate the effects of climate change, and to ensure the

long-term resilience of the development to the effects of climate change. These measures are detailed in Section 4 of this Statement.

- 6.113 As such, the proposed development demonstrates that a range of measures have been embedded which seeks to ensure the delivery of a sustainable development in accordance with local and national objectives. In particular, policies EN4, EN6, EN8 and EN9 of the CS and paragraphs 154 and 155 of the NPPF.

Residential Amenity

- 6.114 There are very few residential properties within the area immediately surrounding the application site. The nearest property is an apartment building, Stonebridge House on Cobourg Street, approximately 24m from the application site. The remaining properties are student accommodation owned and operated by iQ or commercial buildings.
- 6.115 It has already been demonstrated above, in relation to CS policy H12(6) that the proposed development is generally compatible with the surrounding uses. A more specific consideration of all relevant aspects of amenity is set out below.

Daylight, Sunlight, Overshadowing and Solar Glare

- 6.116 An assessment has been undertaken to establish the likely significant effects of the proposed development upon the amount of daylight and sunlight and any overshadowing received by residential properties adjacent to the site. This also confirms whether there are any impacts on solar glare. This is presented in the ES (Chapter 10).
- 6.117 This concludes the following anticipated residual effects during the operational stage of the proposed development:
- **Reduction in daylight to surrounding properties** – negligible to minor adverse, not significant.
 - **Reductions in sunlight to surrounding residential properties** – minor adverse, not significant.
 - **Reduced sunlight amenity to surrounding amenity areas** – negligible, not significant.
 - **Solar glare to road users at nearby junction** – negligible to minor adverse, not significant.
 - **Solar glare to train drivers on nearby trainline** – minor adverse, not significant.

- 6.118 As such, no unacceptable adverse significant impact will result, in accordance with CS Policy DM11 and paragraph 125 of the NPPF.

Overlooking

- 6.119 The proposed development includes residential accommodation with a north-facing aspect facing towards iQ's existing student accommodation on the northern side of Granby Row.

- 6.120 It is considered that these properties are of reduced sensitivity in terms of the issue of overlooking given that they are occupied as student accommodation and face onto a public highway which is well used by pedestrians.
- 6.121 Furthermore, the configuration of the street layout in the city centre, and the design principles which have led to the building line abutting the back of the highway footway is such that these types of relationships are often found in the city centre.
- 6.122 No unacceptable impact will therefore result in terms of privacy, thus complying with CS policies H1 and DM1.

Wind Microclimate

- 6.123 A Wind Microclimate Assessment has been undertaken by WSP and is presented in the ES (Chapter 11). This confirms that in order to mitigate the potential impact along Echo Street, a 50% porous vertical screen, acting as a gate, extending parallel along the façade at pedestrian level towards the railway viaduct should be installed. With this mitigation embedded, there are no adverse impacts arising in relation to wind microclimate, as a result of the proposed development.
- 6.124 The proposed development is therefore in accordance with CS Policy DM1.

Noise

- 6.125 A Noise Impact Assessment has been prepared by Miller Goodall to determine the impact of existing noise on the future residents of the proposed development (**ES Volume 2 Appendix 12.1**).
- 6.126 The assessment has identified that noise from the existing railway line to the south of the site requires mitigation in the form of acoustic glazing and the installation of mechanical ventilation.
- 6.127 Surveyed vibration levels indicate that there is less than a low probability of adverse impact from vibration due to the railway.
- 6.128 As such, subject to the implementation of mitigation measures in relation to the external noise ingress, a suitable and commensurate level of protection against noise will be provided to the occupants of the proposed development and those within the vicinity. It is therefore acceptable in relation to noise and complies with MCS policy DM1 and paragraphs 174 and 185 of the NPPF.

Air Quality

- 6.129 An Air Quality Assessment (AQA) has been prepared by Miller Goodall in support of the proposed development. The AQA assesses the potential changes in air quality due to the construction and operation of the proposed development and whether these potential changes would significantly alter air quality as well as the suitability of the site for its intended use.
- 6.130 This concludes that any potential construction phase air quality impacts resulting from demolition, earthworks, construction and track out activities can be mitigated through the implementation of good practice measures. The submitted Construction

Environmental Management Plan includes details regarding dust mitigation measures during demolition and construction.

- 6.131 During its operational phase, as per the previously approved scheme, to mitigate exposure to poorer air quality adjacent to the railway line, NOx filters will be installed in some rooms on the second, third and fourth floor levels of the proposed development. This is considered to be an integral part of the development and therefore any impacts are suitably mitigated.
- 6.132 As such, the AQA concludes that the scheme is not considered to have a significant impact on local air quality. The proposed development therefore complies with CS Policy EN16 and paragraphs 174, 185 and 186 of the NPPF.

Construction Impacts

- 6.133 A preliminary construction management plan has been prepared and is included within the ES. A more detailed Construction Environment Management Plan (CEMP) will be prepared by iQ and the appointed Principal Contractor to address potential effects from construction activity with the potential to result in environmental effects, including those with the potential to impact on residential amenity. This will be prepared and agreed with MCC prior to development commencing on site.
- 6.134 The CEMP will include measures typically used in major construction projects of this nature and proven to be effective in addressing potential effects on:
- Dust and air quality through emissions to the air
 - Noise (noise levels and working hours) and vibration
 - Lighting
- 6.135 An initial Construction Logistics Plan (**ES Volume 2 Appendix 2.3**) has also been prepared which outlines the implementation and management of the project logistics by the contractor for the delivery of the works. This includes the adoption of a traffic management scheme and specified parking and delivery areas.

Conclusion on Residential Amenity

- 6.136 The proposed development has been comprehensively assessed in relation to all aspects that may impact on the residential amenity of nearby occupiers and has been demonstrated to be acceptable, as per the original planning permission.
- 6.137 It therefore complies with CS policy DM1 insofar as it relates to effects on amenity, with policy H1 in respect of privacy and policy EN16 in respect of air quality.

Waste Management

- 6.138 The Waste Management Strategy demonstrates that the Proposed Development includes adequate provision for waste, incorporating segregated recycling provision. Arrangements will be put in place for the collection of the waste and recycling at appropriate intervals.

- 6.139 The approach to waste management has been developed having regard to the most recent guidance from MCC. It complies with CS policies EN19 and DM1, insofar as they relate to waste management.

TV Baseline Survey Report and Broadband Connectivity

- 6.140 A Television Baseline Survey report has been undertaken by Pager Power to investigate the potential impact of the proposed development upon terrestrial television reception in the surrounding area.
- 6.141 It concludes that no adverse effects are likely due to the quality of current reception in the surrounding area and the scarcity of residential receptors at low height in the immediate shadow zone. As such, pre-emptive mitigation is not required.
- 6.142 In addition, a Broadband Connectivity Assessment has been prepared by Pager Power, this confirms that suitable superfast broadband services will be available to the proposed development.

Security

- 6.143 The Crime Impact Statement which accompanies the application provides a comprehensive assessment of the security considerations of the proposed development. The findings of the Crime Impact Statement are considered above in relation to Criteria 5 of the Policy H12. In short, it confirms that the Proposed Development is supported by Greater Manchester Police. It is wholly consistent with Policies EC1 and DM1 insofar as they relate to security.

Benefits

- 6.144 The proposed development will generate a number of benefits, which comprise material considerations that weigh in favour of the planning application. These benefits are strongly aligned with the three objectives of sustainable development outlined within the NPPF and summarised below.

Economic Benefits

- 6.145 As noted in the preceding analysis, the proposed development will convey notable economic benefits, experienced locally and at the city scale:
- During the construction phase, the proposed development would support a number of direct and indirect jobs within the construction industry and associated supply chains.
 - The value of the development is estimated as £64.8 million GVA during construction, including £57.5 million in Manchester.
 - During the operational phase of the proposed development, approximately 30 retail and leisure jobs will be supported by the PBSA residents' and visitors' expenditure.
 - The 1,224 students who will live within the proposed development are expected to spend around £4.0 million annually in resident expenditure on local transport

and groceries etc., and £635,000 in visitor expenditure annually, supporting the local leisure and tourism industry.

- The proposed development would attract footfall into the area, encouraging further investment to take benefit from the opportunities of increased activity in the area.

Social Benefits

6.146 A number of social benefits would also arise:

- The proposed development will contribute toward the supply of student accommodation, improving the range and quality of accommodation on offer for the city's growing student population. It will help the wider housing market in the city by reducing reliance on residential accommodation needed by and better suited to other households (including families) to meet the accommodation needs of students and freeing up this stock for such user groups.
- The scheme includes the provision of 196 beds at affordable rent to ensure that the development caters for all needs.
- The development will include the provision of 4 cluster en-suite rooms, which will either be fully accessible from the outset or capable of adaptation, depending on demand. An additional, 12 premium studios (fitted with wet rooms) will also be provided and be capable of being adapted and fitted in accordance with Part M of the Building Regs, should demand require this.
- The physical regeneration of a prominent site and the scheme's positive contribution to the transformation of the northern part of the Corridor and creation of 'place' where people can interact and meet is also a significant social benefit.
- The high quality design of the proposed building resonates with the detailing and materials of buildings in the Conservation Area. These factors will result in a benefit to the character and appearance of the Conservation Area

Environmental Benefits

6.147 The following environmental benefits would result from the proposed development:

- The proposed development would deliver high-density PBSA on a previously developed site, representing an efficient use of land.
- The proposed development would deliver improvements to the public realm along Granby Row, Echo St and adjacent to Vimto Gardens.
- The scheme is targeting a BREEAM 'Very Good' rating as a minimum with an ambition for 'Excellent'.
- With the inclusion of renewable technologies, as well as the other measures proposed, the proposed development has the potential to better the Approved

Document L2 of Building Regulations 2021 maximum requirements for CO2 emissions by approximately 2.4%. This potential reduction is achieved by the inclusion of improved fabric design, energy efficient lighting system, heat recovery ventilation, and air source heat pump providing hot water.

- The proposed development has an onsite renewable energy of 27% provided by air source heat pump and 6% provided by PV which is a total of 33% of the scheme's overall energy demand.
- The development would essentially be car free, with car parking spaces limited to those requiring a disabled parking space. The application site is highly accessible to public transport and other sustainable modes of transport, minimising potential impacts on climate change.
- The proposed development achieves a significant net gain in biodiversity value on the site.

Summary

6.148 The proposed development aligns with and will assist in the delivery of a number of strategic and regeneration objectives and relevant development plan policies, as was concluded in granting the original planning permission to which proposal is largely comparable. To summarise:

- The proposed development makes efficient use of previously developed land within the city centre and particularly, the Corridor Manchester, which is undergoing and will continue to undergo transformational change and will make a highly significant contribution to the city's economy.
- The proposed development comprises a building of striking architectural quality which will enhance the Whitworth Street Conservation Area, maintain the setting of nearby listed buildings and make a positive contribution to the skyline of the city centre. It will be a high-quality addition to the city both in design terms but also in terms of the quality of the accommodation. The design is very similar to that previously approved on the site, which was tested and demonstrated through the responses of statutory consultees and peer review, to be of the best quality. It 'unlocks' the potential of the area and sets the tone for future development, such as ID Manchester.
- It represents a major new development within the city centre / Regional Centre, where growth is focussed, including high quality housing, and high-density developments are encouraged through the CS.
- It will deliver new PBSA in a range of formats that will be accessible at different price points, including affordable rent, add value and be supported by high levels of on-site management and pastoral care. Such accommodation is a critical part of the infrastructure needed to support the existing and future student population of the city, the attraction and presence of which is central to the Corridor and its future as a knowledge hub, and in supporting the growth and expansion of the Higher Education Institutions.

- The proposed development will help contribute to MCC and the Universities' objectives of maintaining the world-renowned status as a top-ranking city for higher education.
- It will generate a number of direct and indirect economic benefits for the city including the creation of new jobs during the construction and operational phases and enhanced levels of expenditure within the city centre. A broad range of social and environmental benefits will arise.

6.149 Overall, the assessment finds the proposed development to be in full accordance with the relevant policies of the development plan and supported by a number of relevant other policy considerations, including the NPPF.

7. Planning Balance and Conclusions

- 7.1 This Planning Statement has been prepared by Turley on behalf of iQ to support an application for full planning permission for PBSA on land at Echo Street, Manchester.
- 7.2 These proposals represent an alternative to the development previously authorised, which has the benefit of extant planning permission. As demonstrated through this Statement, the scale and form of development is comparable to the approved scheme, as is the architectural approach. The extant permission is highly material to the determination, and it is appropriate that comparisons have been drawn in evaluating the acceptability of the proposals.
- 7.3 In making such comparison, the differences are limited, aside from the proposed use and associated with that amended use, the numbers of occupiers the proposals will accommodate.
- 7.4 The change to a wholly PBSA use responds to the significant need and demand for high quality PBSA within Manchester, which has been demonstrated through this Statement and in the accompanying Student Need Assessment. The proposals will make a significant contribution to meeting that need, and will convey extensive benefits as a consequence, including a notable commitment to a substantial proportion of beds offered at affordable rent.
- 7.5 PBSA in this location of high demand will offer students a high quality and more suitable alternative to shared housing and HMOs, thus relieving pressure on the wider housing stock; a key policy objective and one which would convey social, economic and environmental benefit.
- 7.6 The proposal complies with Core Strategy Policy H12, the development plan policy of greatest relevance.
- 7.7 Extensive assessment has shown that the proposed development would satisfy the requirements of policies relating to a wide range of technical and environmental considerations. Any harms will be minimised and mitigated. Substantial benefits will arise.
- 7.8 The proposed development complies with all relevant policies of the development plan and would assist in delivering the MCC's regeneration, recovery and economic objectives as well as supporting MCC's and the Universities' aims of being a destination of choice for higher education.
- 7.9 As outlined in Section 6, a range of economic, social and environmental benefits will arise, and lend further significant weight in favour of the development.
- 7.10 It has also been demonstrated that the proposals are entirely consistent with the NPPF, a material consideration to be afforded significant weight. The proposals represent sustainable development, for which a presumption in favour applies. A number of other material considerations have been identified; these add further weight to the grant of planning permission.

- 7.11 Overall, the redevelopment of Echo Street is an exciting regeneration opportunity which will provide a high-quality designed PBSA development, owned and managed by one of the leading PBSA providers in the UK, in a prominent gateway location in the city centre close to both the University of Manchester and Manchester Metropolitan University. It will 'unlock' the potential in this important area of the City to make way for other transformational developments, such as ID Manchester.
- 7.12 The planning balance clearly falls in favour of the grant of planning permission: a decision to grant planning permission would be in accordance with the development plan, and material considerations do not weigh against this, rather as a whole they convey considerable further support.
- 7.13 Planning permission should, therefore, be granted without delay, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Paragraph 11 of the NPPF. In doing so, MCC will be lending support to a highly beneficial development that contributes positively to the city's ongoing regeneration.

Appendix 1: Tall Building Statement

Tall Building Statement

iQ Student Accommodation

Echo Street, Manchester

April 2023

Turley

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1. Introduction

- 1.1 This Tall Building Statement ('TBS') has been prepared by Turley on behalf of iQ Student Accommodation ('iQ') to support the planning application for full planning permission for the construction of purpose-built student accommodation ('PBSA') development at Echo Street, Manchester.
- 1.2 This statement will follow the structure set out in the Historic England Advice Note 4, with reference to the guidance contained in the CABI "Guidance on Tall Buildings" which was published in 2007 and the Manchester City Council (MCC) Core Strategy (2012).
- 1.3 These proposals represent an alternative to the development previously authorised, which has the benefit of extant planning permission (LPA ref. 18267/FO/2017).
- 1.4 The scale and form of development is comparable to the approved scheme, as is the architectural approach. Whilst proposals have been subject to detailed assessment, the extant permission is highly material to the determination, and it is appropriate to draw comparison in evaluating the acceptability of the proposals. In making such comparison, the differences in relation to the scale, appearance and form of the building are negligible.

MCC Core Strategy (2012)

- 1.5 Policy EN2 of the Core Strategy defines tall buildings, as:

"Substantially taller than their neighbours and / or which significantly change the skyline"
- 1.6 Whilst there are other tall buildings within the area surrounding area at the present time with more to be delivered through the development pipeline (as referenced and analysed in the Environmental Statement ('ES')), it is acknowledged that elements of the Proposed Development (up to 28 storeys) will be of a larger scale than the previous buildings on-site and taller than much of its surroundings.
- 1.7 As is explained in subsequent sections, the Proposed Development Site is located in an area which is undergoing and will continue to undergo transformational change as the strategic objectives which are outlined in the Strategic Regeneration Frameworks for the North Campus / ID Manchester, Mayfield, and Piccadilly begin to be realised alongside other major developments such as Circle Square and Kampus. This part of the city centre will see considerable densification, a feature of which will be the emergence of buildings of a scale and height commensurate with that proposed at Echo Street. It is therefore important that the appropriateness of the Proposed Development (in terms of its scale and height) is judged on the basis of how well it will assimilate into both the existing cityscape and the cityscape which will emerge in the short-medium term.
- 1.8 Policy EN2 sets out criteria for tall buildings proposals to satisfy in order to warrant support:

- It is demonstrated they are of excellent design quality
- They are appropriately located
- They contribute positively to sustainability
- They contribute positively to place making, for example as a landmark, by terminating a view, or by signposting a facility of significance
- They will bring significant regeneration benefits

1.9 Suitable locations include sites within the city centre and locations easily served by public transport nodes.

1.10 It is evident from the main body of the Planning Statement and the Design and Access Statement (submitted to support the planning application) that the Proposed Development is of excellent design quality, is appropriately located in a highly accessible location, will contribute positively to place-making through the delivery of a landmark development and will deliver significant regeneration benefits to the wider area. The Proposed Development is therefore compliant with Policy EN2.

Guidance on Tall Buildings

1.11 English Heritage produced an advice note on Tall Buildings (Historic England Advice Note 4: Tall Buildings) published in December 2015. This advice note updates and supersedes the joint advice published by the Design Council and CABI in 2007.

1.12 Advice Note 4: Tall Buildings sets advice on tall buildings. This is summarised in **Figure 1.1** below:

Figure 1.1: Extract of Historic England Advice Note 4

1.1 Towns and cities evolve, as do their skylines. Individually, or in groups, tall buildings can significantly affect the image, character and identity of towns and cities as a whole, and over a long period. In the right place well-designed tall buildings can make a positive contribution to urban life. Past examples show us that they can be excellent works of architecture, and some of the best post-war examples of tall buildings are now listed.

1.2 However, if the building is not in the right place and well designed a tall building, by virtue of its size and widespread visibility, can also seriously harm the qualities that people value

about a place. What might be considered a tall building will vary according to the nature of the local area. A ten-storey building in a mainly two-storey neighbourhood will be thought of as a tall building by those affected, whereas in the centre of a large city it may not. One of the principal failings in the design of certain tall buildings was a lack of understanding of the nature of the area around them, and the impact they would have on both specific features of the historic environment and its general character. There have been many examples of tall buildings that have had a lasting adverse impact through being unsuitably located, poorly designed, inappropriately detailed and badly built and managed.

1.13 The Advice Note goes further to establish what is required of planning applications for tall buildings, in relation to heritage assets. This states that a Design and Access Statement (DAS) should inform all tall building proposals.

1.14 Further, it states that a high-quality scheme will have a positive relationship with:

- Topography
- Character of place
- Heritage assets and their setting
- Height and scale of development
- Urban grain and streetscape
- Open spaces
- Rivers and waterways
- Important views including prospects and panoramas
- The impact of the skyline

1.15 The guidance contained within the Guidance on Tall Buildings (2007) provided a set of criteria against which to assess and evaluate tall building proposals as follows:

- Relationship to context
- Effect on the historic context
- Effect on world heritage sites
- The relationship to transport infrastructure
- The architectural quality of the building
- The sustainable design and construction of the proposal
- The credibility of the design
- The contribution to public space and facilities
- The effect on the local environment
- Contribution made to the permeability of the site
- The provision of a well-designed environment

1.16 The assessment section of this report will assess the Proposed Development against this evaluation criteria.

2. Assessment

Relationship to context

- 2.1 This criterion requires applicants to consider the relationship of the building to its surrounding context, including natural topography, scale, height, urban grain, and streetscape and built form, open spaces, rivers and waterways, important views, prospects and panoramas and the effect upon the skyline.
- 2.2 The Proposed Development has carefully considered the relationship of the surrounding existing buildings, particularly those which have heritage significance. The heritage assessment within the Environmental Statement identifies that the Proposed Development would enhance the character of the Whitworth Street Conservation Area through the development of buildings of high-quality design which are respectful of their setting both in terms of scale and materiality along with substantial enhancements to the quality and design of adjacent public realm.
- 2.3 For the same reasons, the Proposed Development would not harm the setting of nearby listed buildings such as London Road Police and Fire Station whose heritage significance would be sustained.
- 2.4 As previously noted, the Proposed Development Site is located within an area that is undergoing and will continue to undergo transformational change. It is located within Corridor Manchester; a focus for regeneration and is also located immediately adjacent to the North Campus Strategic Regeneration Framework area and in very close proximity to the Piccadilly HS2 and Mayfield Strategic Regeneration Framework areas.
- 2.5 Building heights within the immediate vicinity of the Proposed Development Site generally range from 4-10 storeys although many of these comprise substantial floor to ceiling heights by virtue of their architectural era. There are also examples of taller buildings nearby such as the Motel One development on London Road and the Maths and Social Sciences building within the North Campus.
- 2.6 The redevelopment of the North Campus, as promoted through the Strategic Regeneration Framework, will in time see the delivery of buildings of significant height.
- 2.7 The regeneration of the Mayfield site will result in the construction of buildings of up to 50 storeys including at the site's north-western tip adjacent to Piccadilly.
- 2.8 Development within the Piccadilly HS2 area will see the delivery of buildings of 12+ storeys.
- 2.9 In addition, there are a number of other consented development proposals on individual sites which will further change the scale of built development in this part of the city centre including development at Store Street which shall be up to 31 storeys in height, the development by Unite at New Wakefield Street (30 storeys) and the development at Circle Square (up to 18 storeys) and Kampus (15 storeys).

2.10 The Design and Access Statement describes how the proposed site layout, and the scale, mass and form of the Proposed Development has been designed to present a respectful response to its context. Key features of the design which demonstrate its responsiveness include:

- Staggering the heights of the tower elements. Tower A is the lowest component and broadly replicates the height of the previous Chandos Hall building and the Sackville building, whilst also creating an enhanced sense of enclosure to Vimto Gardens. The height of the development steps up thereafter in a deliberate manner with Tower C, the tallest element at the Piccadilly end of the site, creating the opportunity for this to become a landmark development when viewed from the railway station which would denote the location of North Campus and the route to the Oxford Road Corridor.
- The incorporation of intermediate blocks between the three principal towers help to unify the composition and provide a consistent perimeter block at street level on Granby Row, reflecting the form of plots typical within the conservation area.
- The position of the building entrance on the western façade reflects the previous arrangement at Chandos Hall and therefore embraces the previous movement patterns of students.
- The incorporation of fully glazed double height facades to Granby Row and Vimto Gardens and active uses at ground floor level which will animate and activate the street-scene. This interaction between internal and external spaces will be further enhanced by the provision of areas of new public realm adjacent to the Park and within Granby Row, Cobourg Street, Back Acton Street and Echo Street.
- Considered architectural detailing which includes a regular façade rhythm and vertical window groupings to emphasise height in a contemporary way, chamfered window reveals, the use of decorative metallic detailing to window reveals and the incorporation of decorative perforated metal spandrel panels between the windows.
- The judicious use of appropriate materials for the external facades – red / purple coloured bricks to the principal tower elements ‘root’ the scheme in the conservation area whilst the use of the white GRC panels for the intermediate block resonates with the use of white or glazed bricks to secondary or rear elevations of existing buildings within the conservation area. The use of the white as a material colour will further connect the building to more modern buildings found in the Piccadilly Station area to the east and North Campus to the south.
- The incorporation of green roofs to all Towers and intermediary blocks enhance biodiversity, provide amenity space for residents and also improve the outlook from higher vantage points outside the site.

- Enhancements to the public realm are aimed at rebalancing street priority in favour of pedestrians and enhancing the sense of calmness and tranquillity associated with the conservation area.
- Maintaining an appropriate separation distance to the railway viaduct so as to safeguard the Network Rail asset during construction and operation.

Effect on historic built environment

2.11 This criterion requires applicants to consider the effect of the proposals on the historic buildings, sites, landscapes and skylines. It requires applicants to ensure that any tall building proposals preserve and/ or enhance historic buildings, sites, landscapes and skylines. It also requires that tall building proposals consider:

- World Heritage Sites
- Scheduled Ancient Monuments
- Listed Buildings
- Registered Parks and Gardens
- Archaeological Remains
- Conservation Areas

2.12 The application is supported by a Heritage Statement (**ES Volume 2, Appendix 8.1**) which presents an assessment of the impact of the Proposed Development on the character and appearance of the Whitworth Street Conservation Area and on the setting and significance of the nearby listed buildings. The Statement informs an assessment of likely significant environmental effects as presented within the Environmental Statement.

2.13 The Statement concludes that:

- The Proposed Development will preserve and enhance the character and appearance of the Whitworth Street Conservation Area due to it reinstating the historic building line to Granby Row, its positive dialogue within the street frontage and Vimto Gardens and the high quality of design which resonates with detailing and materials of other buildings within the conservation area.
- The Proposed Development will not directly affect any listed buildings and shall sustain their setting and heritage significance.

2.14 The Heritage Statement has also fully considered the various viewpoints presented within the Townscape and Visual Impact chapter of the ES, some of which include views from within the adjacent Whitworth Street conservation area. Due to the location of the development and the height of and mass of the Institute of Science and Technology, which blocks views from the principal streets of Whitworth Street and Princess Street, the Proposed Development will not be visible from within the majority of the Conservation Area.

- 2.15 The assessment concludes that the relationship of the Proposed Development to various listed buildings to be appropriate and sensitive and that no harm is caused to the setting or significance of these buildings.
- 2.16 In terms of the Townscape and Visual Impact Assessment itself, this presents a broader assessment of the impact of the Proposed Development upon the townscape qualities of this part of the city centre and of its visual impact. The assessment concludes that all residual effects are beneficial with varying degrees of significance. Therefore, the proposed development causes no material harm to the visual amenity or townscape character.
- 2.17 Having regard to the conclusions of the Heritage Assessment and Townscape and Visual Impact Assessment it can be concluded, fairly, that the Proposed Development presents an appropriate design response both in heritage and general townscape terms. It would be a positive addition to the city-skyline.

Effect on World Heritage Sites

- 2.18 The development is not within or in close proximity to a World Heritage Site.

Relationship to transport infrastructure

- 2.19 This criterion requires applicants to consider how the scheme relates to the local transport infrastructure and its level of accessibility.
- 2.20 The planning application is accompanied by a Transport Statement. This demonstrates that due to the location of the development and the accessibility of the site by public transport, the proposal is not expected to result in material changes in the local network traffic condition within the city centre.
- 2.21 Further, it concludes that the site is within a highly accessible location, with the Transport Statement and Framework Travel Plan confirming that it is served by a wide range of sustainable modes of transport (tram, train, bus, and cycle route), being in very close proximity to Piccadilly Railway Station. It is also within walking distance of key services and facilities in the city centre. The scheme will also include a sufficient provision of secure cycle storage facilities for residents to store their own bicycles.

The architectural quality of the building

- 2.22 The site's prominent location in the context of the city centre; its position within the strategically important Oxford Road Corridor and the aspirations for the future of this location; and in being within the setting of important listed buildings and the Whitworth Street Conservations Area requires a carefully considered design approach to be taken.
- 2.23 This approach must make the most of the opportunity to contribute to the vision for the Corridor generally and more specifically for the area around the North Campus, Piccadilly and Mayfield strategic regeneration areas. It must reflect the significance of this location and seek to rejuvenate and realise the potential of the site whilst sitting

comfortably within its heritage context and not taking away from the prominence and character of the local historic assets.

2.24 Collectively, these considerations have underpinned the design evolution of the Proposed Development. The architectural design of the Proposed Development is fully expressed within the accompanying DAS, which demonstrates that the Proposed Development:

- Is a striking new development which makes a bold and confident statement about the importance of the location as a gateway into the city centre whilst at the same time presenting an ordered grid pattern to the articulation of the façade which does not appear dominant and defers to the more decorative aspects of traditional buildings within the area.
- Is a scale which responds to its context; being taller at the eastern end of the site where it addresses the Piccadilly Gateway and then stepping down to meet Vimto Gardens at a height not dissimilar to the previous building on-site (Chandos Hall).
- Uses appropriate materials which 'root' the building within the conservation area, comprising of red / purple bricks to the principal towers and white GRC panels to the intermediate blocks.
- Incorporates subtle detailing around windows and door entrances including through the use of chamfered window reveals, decorative metallic inlays to window reveals and perforated decorative spandrel panels between windows.
- Positions the building entrance along the western façade, as per the previous arrangement to Chandos Hall, which embraces the previous movement patterns of students.
- Incorporates fully glazed double height facades to Granby Row and Vimto Gardens and active uses at ground floor level which will animate and activate the streetscene. This interaction between internal and external spaces will be further enhanced by the provision of areas of new public realm adjacent to the Park and within Granby Row, Cobourg Street, Back Acton Street and Echo Street which is aimed at rebalancing use in favour of pedestrians and enhancing a sense of place.
- Incorporates green roofs and amenity spaces for the benefit of residents and biodiversity.

Sustainable design and construction of the proposal

2.25 This criterion requires tall buildings to set exemplary standards in design because of their high profile and local impact.

2.26 The proposed development sets high design standards, which are set out within the DAS, the Environmental Standards Statement (ESS) and Energy Statement, which accompany this planning application.

- 2.27 The ESS confirms that the Proposed Development will incorporate a range of measures to reduce carbon emissions, mitigate the effects of climate change, and to ensure the long-term resilience of the development to the effects of climate change. Measures include:
- Targeting a BREEAM 'Very Good' rating as a minimum with an ambition for 'Excellent'.
 - Retention of the existing building substructure and minimisation of new build materials where possible to reduce the embodied carbon emissions associated with new development.
 - Reduced carbon emissions through the use of energy hierarchy, using a fabric first approach to design to reduce energy demand, helping mitigate the effects of climate change.
 - Specification of an all-electric building services strategy with ASHPs and solar PV, which in future, will deliver a zero-carbon building in operation with the decarbonisation of the national grid, contributing to Manchester's net zero carbon ambitions.
 - Targeting two credits under BREEAM Wat 01 by reducing flow rates, flush volumes, and specifying water efficient kitchen equipment.
 - Implementation of circular economy principles throughout design, construction and operation. Please see the Circular Economy Statement which accompanies the planning application for further detail.
- 2.28 The Energy Statement confirms that the Proposed Development, with the inclusion of renewable technologies, as well as the other measures proposed, has the potential to better the Approved Document L2 of Building Regulations 2021 maximum requirements for CO2 emissions by approximately 2.4%. The proposed development has an onsite renewable energy of 27% provided by air source heat pump and 6% provided by PV which is a total of 33% of the scheme's overall energy demand.
- 2.29 The Proposed Development demonstrates that a range of measures have been embedded which seeks to ensure the delivery of a sustainable development in accordance with local and national objectives.
- 2.30 In addition to the energy measures incorporated, the Proposed Development seeks to make effective use of previously developed land and is situated in a highly sustainable location. In order to maximise its location, the Proposed Development incorporates secure cycle storage for residents/occupants. The Framework Travel Plan established a strategy for the Proposed Development which seeks to promote and maximise the use of sustainable travel patterns and forms part of the planning application.

The credibility of the design

- 2.31 This criterion acknowledges that tall buildings can be expensive to build but expects that the architectural quality is not diluted through the process of procurement,

detailed design and construction. iQ is experienced in delivering high quality developments through the development process and through commissioning Sheppard Robson has engaged a renowned architectural practice, supported by technical experts in various fields, as explained below.

- 2.32 iQ intends to retain, own and operate the completed development and thus recognises the importance of quality and attention to detail in the construction process.
- 2.33 The Proposed Development has been designed to the highest standard and is similar in scale and appearance to that previously approved under planning permission LPA ref. 18267/FO/2017, which at that time went through the PlacesMatter! Design Review Panel, pre-application consultation with Historic England and a peer review process with Hodder and Partners.
- 2.34 The revised scheme has also been subject to further pre-application consultation with Historic England and Senior Officers of Manchester City Council. The scheme has evolved and responded positively to the constructive feedback received during this process.
- 2.35 The Proposed Development has been developed with input from a highly experienced and comprehensive team of specialist consultants who are experienced in advising on all aspects of tall buildings and hold the relevant technical qualifications to do so. The team comprises:

Discipline	Company
Developer and operator	iQ Student Accommodation
Architect	Sheppard Robson
Project Manager	Cumming Group
Planning Consultant	Turley
Landscape Architect	Planit-IE
Environmental Impact Assessment	Turley EIA
Built Heritage	Turley Heritage
Townscape and Visual Impact	Planit-IE
Archaeology	TEP
Transport	Vectos / SLR
Air Quality	Miller Goodall
Noise and Vibration	Miller Goodall
Wind Microclimate	WSP
Daylight, sunlight and overshadowing	GIA
Flood Risk and Drainage	Curtins
Ground Conditions	Curtins

Discipline	Company
Ecology	Penny Anderson Associates
Climate Change	Turley Sustainability
Mechanical, electrical and utilities advisor	Watermans
Economics	Turley Economics
Crime Impact	Greater Manchester Police
Student Need	Cushman and Wakefield
Fire Strategy	OFR

Contribution to public space and facilities

- 2.36 This criterion requires development to interact with and contribute positively to its surroundings at street level, particularly in relation to public realm.
- 2.37 As described above, the Proposed Development achieves this objective through:
- Re-instating the historic building line to Granby Row.
 - Appropriately siting the entrance of building from Vimto Gardens.
 - Incorporating double height ground floor facades to Granby Row and Vimto Gardens with active ground floor uses.
 - Proposing enhancements to the public realm in Granby Row, Echo Street, Back Acton Street and Cobourg Street with the aim of making them more pedestrian friendly and enhancing the sense of space. The public realm to the front of the buildings on Granby Row will be widened with space for external seating.

Effect on the local environment

- 2.38 This criterion requires an assessment of environmental factors such as: microclimate, overshadowing, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.
- 2.39 Assessments have been undertaken in respect of ecology, wind and microclimate, TV reception, sunlight, daylight and overshadowing, and noise, to establish the impact which the proposed development will have.
- 2.40 These assessments are presented as individual technical documents (Ecology, TV reception) and chapters within the Environmental Statement (wind and microclimate, sunlight, daylight and overshadowing, and noise). A summary of their conclusions is provided within the Planning Statement.

- 2.41 These demonstrate that the scheme will not result in any significant adverse effects subject to the deployment of specified mitigation, such as the wind screen at ground level at the south-east corner of the building.
- 2.42 Inevitably there will be some minor adverse effects but these are commonplace in any major redevelopment proposal in a dense urban setting and in many respects are unavoidable. The effects fall well within the parameters of acceptability and in any event are materially outweighed by the environmental benefits of the scheme which include the removal of unattractive buildings which have come to the end of their natural life and their replacement with a high-quality development that shall enhance the Whitworth Street Conservation Area.

Contribution made to the permeability of the site and the wider area

- 2.43 This criterion requires a contribution to the wider area and opportunities to offer improved accessibility. The Proposed Development delivers enhancements to the public realm in the aforementioned locations, providing a more open, pedestrian friendly street scene in Granby Row and offering a place to gather and meet. The design of the building and ground floor uses will bring enhanced natural surveillance and activation of the area.
- 2.44 The enhancements to the public realm together with the scale and architectural quality of the buildings will encourage greater pedestrian movement from Piccadilly through the North Campus and into Corridor Manchester in line with strategic regeneration objectives. This is a significant benefit of the proposed development.

The provision of a well-designed environment

- 2.45 This criterion requires the quality of life of those who use the buildings, including function, fitness for purpose and amenity, to be taken into consideration. Further, it requires local authorities to consider a range of broader issues including ease of access, means of escape and public safety requirements.
- 2.46 The development will meet the relevant Building Regulations requirements relating to building safety and risk, including in respect of accessibility and emergency access and egress.
- 2.47 iQ creates high quality living environments for its residents which combine well-appointed bedrooms with best in class communal social and study space which promote resident interaction and the creation of communities within developments.
- 2.48 The site's location in the heart of the city centre and close to key amenities is also important, ensuring residents are well connected and able to access opportunities for study and socialising.
- 2.49 Rooms are designed to be light and spacious, providing appropriate levels of amenity for its occupants. Having regard to relevant space standards and generous levels of shared amenity spaces residents will be provided with appropriate levels of space.

- 2.50 In terms of accessible rooms, the development will include the provision of 4 cluster en-suite rooms, which will either be fully accessible from the outset or capable of adaptation, depending on demand.
- 2.51 An additional, 12 premium studios (fitted with wet rooms) will also be provided and be capable of being adapted and fitted in accordance with Part M of the Building Regs, should demand require this.
- 2.52 With regards to adaptability, this will include:
- All wheelchair accessible bedrooms and studios include larger bathrooms, sufficient space for turning circle adjacent to beds and adequate furniture layout, in line with Part M requirements. The overall accessible room size varies - circa 32sqm for the studios and circa 22/26sqm for the en-suite bedrooms within clusters, which will share a communal living/kitchen/dining of circa 34sqm.
 - Adaptable bedrooms will be prepared to be easily converted into fully accessible bedrooms without the need to remove walls, screed, or solid flooring.
 - Adaptable bathrooms will be provided as wet rooms, with floor gully and step-free access. Walls will be sufficiently robust to support grabrails, seats, and other adaptations, as necessary. Grabrails, shower curtains, toilet seats, and emergency pull cords and alarms will be stored in maintenance room and used if required.
 - Communal kitchens shared by adaptable ensuite bedrooms will have sufficient space to include wheelchair accessible units, in addition to standard units. Kitchenettes within adaptable studios will be replaced as necessary to meet the occupier's specific disability demands.
- 2.53 The development will be provided with 24-hour concierge for the safety and securing of residents.
- 2.54 iQ will be responsible for the management and maintenance of the building's interior and exterior and will undertake regular checks to ensure the building and its facilities remain in good working order for the benefit of residents. A facility management strategy has been prepared and forms part of the application submission.

3. Conclusion

- 3.1 This Tall Building Statement has taken into consideration all the criteria set out within the CABE Guidance on Tall Buildings (2007) and the Historic England Advice Note 4: Tall Buildings. It has concluded that the Proposed Development has taken account of each criteria through the various reports included within the planning application and assessments in the Environmental Statement.
- 3.2 In summary, the assessment concludes that the proposed development achieves the following:
- The development is sustainably located in relation to **transport infrastructure**, being in the most accessible part of the city centre and is therefore suited to very high-density development.
 - The development is of an appropriate architectural style which is consistent with and **reflects the locality**, providing a modern interpretation of the dominant historic architecture of the Whitworth Street conservation area and surrounding areas. The development will enhance the conservation area and sustain the setting and significance of nearby listed buildings.
 - The development will achieve the requisite **sustainability standards** required by Manchester City Council.
 - The development is deliverable, and the **architectural design is appropriate** for its intended purpose.
 - The **development embraces the surrounding public realm** providing an active frontage and enhancing the streetscene.
 - The development will not result in any material impacts on the **local microclimate** as evidenced through supporting documents submitted as part of the application and within the Environmental Statement.
 - The development will maintain and enhance the use of key routes past the site by providing an **active ground floor frontage** to Granby Row and Vimto Gardens and developing a currently vacant site which detracts from experience and environmental quality of the locality.
 - The development will **meet the needs of its user groups** (both active and passive).
- 3.3 Overall, the Proposed Development would deliver a high-quality addition to the City and achieves full compliance with respect to the Council's policies for the development of tall buildings.

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**Appendix 2: Evaluation of the Proposed
Development against the
Resolution of the City Council's
Executive Committee, December
2020**

Resolution of the City Council's Executive Committee, December 2020

As acknowledged in Section 6 of the Planning Statement, the Council's Executive Committee resolution of 9 December 2020 is a material consideration in the determination of the application. Each of the 'policy ideas' endorsed by the resolution are considered in turn.

a) Student accommodation schemes should contribute to delivering the city's regeneration objectives; support employment growth, graduate and talent retention, place making and the city's international reputation

The scheme's contribution to delivering the city's regeneration benefits and contribution to place making are outlined within the assessment of H12 (criterion 4) in Section 6 of the Planning Statement, summarised as follows:

- The provision of high quality, affordable and well managed student accommodation is an essential component in sustaining the appeal of those Higher Education Institutions in what is a very competitive marketplace. Sufficient high-quality provision is critical to the City's universities being unable to attract and retain the best talent.
- City Centre PBSA provides part of the solution to the long-standing supply / demand problem in Manchester with demand outstripping the supply of well-located, high quality student accommodation in the City.
- The proposed development offers PBSA at a range of price points. This includes a proportion of rooms at a discounted affordable rent, equating to 20% of the increase in student beds from the previous planning permission, i.e., 196 beds being provided at a discounted affordable rent. The affordable rent rooms will be offered to any student in full time education at a Manchester Higher Education Institution on a full maintenance loan
- The proposed development makes efficient use of land through the development of previously developed land in the city centre in an area which is undergoing and will continue to undergo transformational change.
- The proposed development would enhance the character and appearance of the Whitworth Street Conservation Area and sustain the setting of a number of listed buildings such as the London Road Police and Fire Station.
- As outlined within the Economic Benefits Statement submitted in support of the planning application, the proposed development will deliver substantial benefits throughout both the construction and operational phases, as summarised above.
- The design of the proposal is of the highest quality, retaining the site features of greatest value, and significantly enhancing the site's contribution to its locality. It will integrate effectively and sympathetically and undoubtedly contribute to place-making.

The proposed scheme clearly aligns with this consideration.

b) The approach needs to be within the context of the approved Corridor Spatial Framework which establishes the principle that development of land in the Oxford Road Corridor should prioritise commercial or educational/research use. Student accommodation should, therefore, be in the right locations, in appropriate numbers, and only where it supports wider growth

The proposed development is located within the Oxford Road Corridor. The site is also located close to a number of major developments and regeneration priorities in the city and is adjacent to key transport infrastructure, notably Manchester Piccadilly railway station, and arterial routes into the city.

It is a strategic site within the city, with its status and importance likely to be elevated in the future as HS2, the North Campus redevelopment and Mayfield developments progress. As such, the site is located within an area that is undergoing and will continue to undergo transformational change, the redevelopment of the site will contribute positively to this through the development of a prominent gateway location with a high quality designed development; therefore supporting the wider growth of the City.

As demonstrated in Section 6 of the Planning Statement and through the evaluation against Policy H12, the proposed development is in the 'right location' and will support 'wider growth' of the City itself and also support and sustain the appeal of the Universities, which in itself is a critical factor in supporting the city's continued economic growth.

c) To meet the needs of students, stabilise rental growth and provide an affordable accommodation offering, a more diverse pipeline of new PBSA is needed. It is critical to ensure there is a residential market, which meets the needs of students at an affordable price

This matter is addressed in Section 6 of the Planning Statement in respect of the evaluation of Policy H12. The proposals will introduce new, high quality PBSA, the need for which is recognised by the City Council and further evidenced by the Student Demand Assessment.

The scheme offers PBSA at a range of price points. The proposals also provide a proportion of rooms at a discounted affordable rent, equating to 20% of the increase in student beds from the previous planning permission. As, the previous scheme provided 242 student beds, the difference between the previous number of beds and the number now proposed (1,224) equates to 982 additional student beds. 20% of this equates to 196 beds being provided at a discounted affordable rent. The affordable rent rooms will be offered to any student in full time education at a Manchester Higher Education Institution on a full maintenance loan

Student needs can therefore be met by the proposals and at an affordable price.

d) All PBSA must be of a high quality, providing a high standard of living, within close proximity to the city's higher education institutions PBSA should be within or immediately adjacent to Oxford Road Corridor (with the exception of the area surrounding the Institute of Sport, on the Etihad Campus). Design should allow sufficient facilities to cater for the overall wellbeing of students, including, for example, generous living space, communal spaces for students to socialise, and public realm, which contributes to the quality of place. PBSA design must also be sufficiently flexible to allow for re-purposing as demand varies.

The proposed development will offer a high standard of living for its students with the flexibility of being within a studio or cluster apartment with all bills, maintenance, management and access to the communal facilities included with the rent.

iQ is one of the leading providers of private purpose-built student accommodation (PBSA) in the UK, currently owning and operating over 3,600 student beds across 10 sites in Manchester and over 32,000 beds in the UK.

iQ has been part of the Higher Education ecosystem for over 13 years and offers a range of high-quality and well-located homes for students and puts the student experience at the heart of its business, through a focus on student wellbeing and creating a sense of community in its sites through shared social and study spaces, free leisure facilities, gyms and a full programme of events.

The proposed development includes a number of amenity and communal areas both internally and external (within courtyards) to ensure sufficient facilities to cater for the overall wellbeing of students. In addition, as demonstrated within the Design and Access Statement (DAS), the development has carefully considered the living accommodation to ensure that good quality student living spaces can be provided without compromise. The DAS confirms that the accommodation proposed far exceeds any minimum sizes prescribed under HMO standards and also exceeds the UK average sized room.

As such, the proposed development aligns with this consideration.

e) PBSA should consider the welfare and wellbeing of students as a major factor, in both design and management. Ensuring student accommodation is delivered in safe and secure locations, and with appropriate management and facilities. Location of accommodation close to University facilities is a critical issue in ensuring the safety and wellbeing of students

Welfare and wellbeing of students has been a major consideration in the design of the proposals and as noted above is at the heart of iQs priorities in delivering successful student accommodation.

There are both internal and external (within courtyards) communal amenity facilities for students to enjoy and enhance the student experience with wellbeing and welfare being a central element. Such facilities include a dedicated gaming room, study zones, internal bike storage, a private gym, private dining area and cinema room.

The accommodation will be staffed 24/7, seven days a week, outside of the core operational hours of 08:00 to 20:00 Monday to Friday, the building will have on-site securing who will manage the site.

The application site is located immediately adjacent to the University of Manchester North Campus which is currently operational. The main MMU Campus is located approximately 550 metres to the west with the closest building being the Faculty of Science and Engineering building. The main University of Manchester Campus is located c. 500 metres to the south-west of the site with the closest building being the Sugden Sports Centre. The campuses are accessible on foot or by cycle via Oxford Road and Upper Brook Street.

The proposed scheme therefore clearly aligns with this consideration.

f) All new PBSA development to adopt the principles in the following codes of practice; 1) The Universities UK/GuildHE Code of Practice for University Managed Student Accommodation, 2) The ANUK/Unipol Code of Standards for Larger Residential Developments for Student Accommodation Managed and Controlled by Educational Establishments, 3) The ANUK/Unipol Code of Standards for Larger Developments for Student Accommodation NOT Managed and Controlled by Educational Establishment
iQ are accredited by ANUK (Accreditation Network UK) and therefore adopt the Code of Standards throughout their schemes to provide good quality accommodation, as outlined in the Facility Management Strategy.

The scheme clearly accords with this consideration.

g) Consideration of place making opportunities to contribute to the management of areas in which the proposed PBSA is located

Extensive space will be provided for the students residing in the property to enjoy, thereby reducing the tendency for students to gather in spaces beyond the site boundary. This all contributes to shaping places in a suitable manner. In addition, improvements to the public realm around the site are proposed and will therefore contribute to place making around the site.

The scheme therefore accords with this consideration.

h) Density of student accommodation will be essential to deliver the level of new high quality accommodation needed within the context of scarce land availability both in the Oxford Road Corridor area and the wider city centre

As discussed throughout this Planning Statement the proposed development represents an efficient use of land through the redevelopment of a previously developed site at a high density which contributes significantly to the much-needed supply of PBA within Manchester, in an appropriate location.

The scheme therefore accords with this consideration.

i) Location is a key factor in ensuring the quality, security, sustainability and wellbeing benefits of accommodation. As a result, purpose built student accommodation should be located in the areas immediately adjacent to the core university areas, principally the Oxford Road Corridor area.

For the reasons discussed in Section 6 of the Planning Statement, the proposed development is in a highly suitable and sustainable location for the delivery of purpose built student accommodation. It is located on a site previously in use for student accommodation, is in very close proximity to the universities, is highly sustainable and accessible via a range of sustainable modes of transport and is located within the Oxford Road Corridor.

The scheme clearly accords with this consideration.

j) Given the current climate emergency and Manchester’s commitment to be carbon neutral by 2038, it is increasingly important that the location of student accommodation in Manchester should continue to be driven by proximity to university campuses, reducing the need to travel, and to sustainable modes of transport. This supports existing green travel plans.

This matter is dealt with in Section 6 of the Planning Statement and above, where it is shown that the site is highly accessible by sustainable modes of travel and in close proximity to the university campuses.

The scheme therefore accords with this consideration.

Conclusion on Executive resolution

The proposals align with all of the ‘policy ideas’ that the Council’s Executive has endorsed as a material consideration. Therefore, these weigh in favour of the proposals.